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INDIA, AUSTRALIA, &c. and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS,**
with which is incorporated the
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Hongkong Daily Press.

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No. 14,922, 號二十百九千四萬一第 日四十月正年二十三緒光 HONGKONG, WEDNESDAY, FEBRUARY 7TH, 1906. 三拜禮 號七月二年六零百九千一英港香 PRICE, \$3 PER MONTH.

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[a1342]

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A Blend
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General Managers,
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Hongkong, 1st October, 1905. [a277]

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Storage available at EAST POINT. Stores will
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Hongkong, 18th November, 1901. [a47]

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Hongkong, 16th December, 1905. [2844]

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prepared to ACCEPT RISKS against FIRE
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REUTER, BROCKELMANN & CO.,

Hongkong, 21st April, 1897. 113

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Hongkong, 1st January, 1904. 29

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TOTAL FUNDS at 31st December, 1904,
£17,161,293.

I. AUTHORIZED CAPITAL... £23,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500 0 0
II. FUND FUNDS... 3,001,266 12 9

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Hongkong, 30th June, 1905. [1567]

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Hongkong, 1st February, 1906. [a34]

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Hongkong, 27th May, 1905. [a2665]

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Hongkong, 20th December, 1906. [a33]

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[a105]

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[1905]

Hongkong, 16th August, 1905.

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Hongkong, 24th July, 1905. [a266]

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Correspondents must forward their names and ad-
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not for publication, but as evidence of good faith.
All letters for publication should be written on
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No anonymous signed communications that have
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HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 7TH, 1906.

Age and death are ideas that should not, and very rarely do, obsess the minds of the young; and now we find M. JEAN FINOT, in the *Contemporary Review*, assuring us that their presence is just as improper in the thoughts of those who have lived longer. Consideration will persuade most people that the learned Frenchman has disclosed a psychological truth of very considerable importance. The late RICHARD JEFFERIES in one of his beautiful books bewailed the fact that deaths from true old age were far fewer than they used to be. So far as our recollection may be depended upon, he took no cognizance of M. FINOT's point; but was pleading timely on the lines of the modern catch-phrase, for "the Simple Life." This "simple life" gospel is very attractive, as it has over been since man found himself kicking against the pricks of civilisation's complexities; but it has not been regarded as practical politics. M. FINOT's suggestion is on a different plane, and comparatively easy. Briefly, he holds that by self-suggestion we may, within limits, influence the period of our own existence. A man gets into the way of thinking he has not long to live. He makes himself the victim of ill-directed suggestion, and as a consequence dies somewhere about the time he has expected. If he had kept up his heart, laughed at death, and gone on with his work determining to complete it, death would probably have been long postponed. "How about your ninety-two years?" asked M. FINOT of M. RIGAUD, the senior mayor of France. "I never look at them," was the good-humoured reply. The man of

ninety-two was still personally superintending his workmen. As with him, so, M. FINOT argues, with most abnormally long-lived people. They do not think of their years. They begin studies and enterprises at an age when it seems impossible they should proceed far in them. Keeping their eyes on the present, they live a genuine life in its every moment. Their concern is not with the future. They "take no thought for the morrow." Thus the unanimous acquiescence in the belief that three score years and ten is the allotted span, and sixty the retiring age, is a suicidal mistake. A man is as old as he feels; he may feel as young as he will, if he will but store up in the brain "beneficent, serene, and comforting suggestions;" determine that resistance to death and disease is possible; keep the thoughts occupied with work that interests and pleasures that do not destroy; and mentally decide that life is worth living. It seems that auto-hypnotism, the "fear" more deadly than cholera, may, when rightly directed, induce longevity. Unlike some panaceas, it must do good even if it does not cure.

The Exchange Banks announce that they will suspend business at 11.45 a.m. each day of the Races.

Police Court reports, Training Notes, a report from Singapore mentioning the two-and-fourpenny dollar, and a valuable note relating to trade with China, will be found on page 5.

"A state of war" existed in Hongkong yesterday. The mobilisation brought out a large body of troops, with a fair representation of Volunteers, and military operations on a big scale were in hand.

It is now announced that the Hongkong Volunteer Corps will line the streets, in conjunction with the regular troops, on the occasion of the arrival of H.R.H. Prince Arthur of Connaught, K.C. Their position will be on the Albert Road nearest to Government House.

"Lansette" writing about "Tea" in the December issue of the new monthly, *Tropical Life*, says:—"Apropos of China tea, a great deal is being talked just now about the increased enquiry for it in clubs and restaurants owing presumably to medical opinion on its anti-tannic properties. Anything like a general reaction in favour of China is hardly likely, however, now that public taste has attached itself to the clean, full-flavoured teas of India and Ceylon, and the present movement is probably merely a fad of the well-to-do classes. According to 'Tea Brokers' Association' figures, a slight improvement in the delivery of Congou took place the last month—1,028,186 as against 994,643 lbs.—though the total clearance were behind last year."

The Australian *Western Mail* has a neat cartoon upon the vapourings of a portion of the English press upon the subject of the recent atrocious murders in the Northern Territory. A benevolent old gentleman, wearing a collar upon which is the inscription "English Press," holds in his hand a Gladstone bag labelled "Books on Parlour Etiquette." Before him is "the gentle aborigine," a murderous object with a fierce club. Behind him is a skull, and a clump of brushwood barely hides a "late" white man's boots. And the letterpress reads:—"Benevolent Old Party: 'I'm rather disappointed in you over these last little affairs of yours—you know you should not kill cattle and spear men. Perhaps those bad white men haven't been kind enough to you. Meantime study these useful little books.'"

The mail papers are full of election anecdotes, some new, some old. One runs that a candidate, after having given one pledge after another at a public meeting, was asked if he were prepared to vote for the repeal of the provisions of chapter 29 of the Book of Exodus. "Certainly," he replied at once, without having even caught the end of the sentence, "I shall have no objection." The hall was convulsed with laughter. The candidate, disconcerted, asked the chairman what was the matter. "Nothing," replied the latter, placidly. "You have only just pledged yourself to repeal the Ten Commandments." The story reads like a resurrected apocrypha, but many will say the sting lies in the reflection that there have been candidates who would have returned the same answer even if they had caught the question.

The following facetious paragraph is from the *Globe*:—"Basket-ball" is the analogue of "sucker" in China. The object is to get the ball from one end of the village to the other. A game may last for days, and any device may be employed to transmit the ball by stealth. It is not uncommon for a forward to secure a try by smuggling it across the goal line secured in a hawk's barrow, or distract the attention of the opposing halves by a spurious rumour of fire in another street. A smart three-quarter can kick a dropped goal from any part of the field by registering "the oval" through the Post Office, but doing so on a Bank Holiday or Saint's Day is considered the equivalent to a foul, and a free kick given by conveying the ball back to the twenty-five by carrier. It is hoped that an All-Yellow team may be induced to visit this country.

TELEGRAMS.

[REUTERS SERVICE.]

AUSTRIA AND SERBIA.

LONDON, February 4th.
The tariff war between Austria and Serbia is concluded, Serbia having agreed to yield to Austrian pressure, and abandoned a Customs union with Bulgaria.

FRANCE AND VENEZUELA.

LONDON, February 4th.
Passengers from La Guaira report that President Castro is preparing for war, and has issued orders to fire on the first French war-ship that is sighted. It is asserted that he considers the whole French movement to be a bluff.

THE MOROCCO CONFERENCE.

LONDON, February 4th.
The *Cologne Gazette* in an inspired article ridicules the idea of war resulting from the Algiers conference, and says that if the conference proves a fiasco the *status quo* will be maintained.

THE KOWLOON LAND AND BUILDING CO., LTD.

The seventeenth ordinary meeting of shareholders of this Company was held at the Company's offices, Victoria Buildings, at noon yesterday. Mr. T. F. Hough presided, and there were also present Messrs. W. H. Gaskell and A. Rodger (directors), J. H. Chinn, M. S. Northcote, A. Shelton Hooper, E. B. Shepherd and J. C. Peter.

The notice convening the meeting having been read.

The CHAIRMAN said:—Gentlemen, I propose, with your permission, taking the report and accounts as read. The net profits for the year amount to \$15,746.50 as against \$18,281.24 for 1904. This is accounted for by the gross rents being about \$8.00 less, and the absence of the item of unclaimed dividends which appeared the previous year, and by the large amount expended on the drainage and other repairs required by the Sanitary Board, whereby, you will observe, the cost of repairs was \$3,700 as against \$2,294. The property is maintained in good condition, and although we had a few more vacancies than for the previous year we see no reason to suppose that our present rent roll should be diminished. I don't think that I can usefully add anything further, but I shall be glad to answer any questions that you may desire to put bearing on the report and accounts.

No questions were asked, and the CHAIRMAN moved, and Mr. CHINN, seconded the adoption of the report and accounts. The motion was carried.

Mr. PETER proposed the re-election of Messrs. T. F. Hough and A. Rodger as directors.

Mr. NORTHCOTE seconded the proposition, which was agreed to unanimously.

The CHAIRMAN moved, and Mr. SHEPHERD seconded, the re-appointment of Mr. Thomas Arnold as auditor. Carried.

The CHAIRMAN—That concludes the business, gentlemen. Dividend warrants will be ready to-morrow morning.

THE EQUITABLE LIFE INSURANCE SOCIETY.

The long letter of Mr. Paul Morton, the president of the above society, to the policyholders appearing in our advertisement columns makes reassuring reading to policyholders in this world-famed insurance society. Upon the authority of two firms of chartered accountants of the highest standing policyholders are assured that after an exhaustive examination of the affairs of the Society, and with a conservative revaluation of the assets, there is a surplus over and above all liabilities amounting to gold \$67,142.865. The balance sheet and a brief preliminary report to the president of the society are set forth in the advertisement. The agitation of the past year and the severe criticism to which American assurance companies generally have been exposed, demanded in the interests of policyholders the steps taken by the Equitable to restore public confidence, and in the face of so gratifying a report as the two eminent firms of expert accountants have been able to present no doubt need linger in anybody's mind as to the soundness and stability of a company so long and favourably known in all parts of the world. Moreover, the least satisfactory feature of the president's letter is the declaration of the policy of the new administration which will aim not so much at making the company the biggest but rather the best and safest insurance company in the world. The local agents are Messrs. Shewan Tomes & Co.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 6th at 12.10 p.m.—The barometer has risen in Japan, and fallen quickly over China.

A depression is moving Eastward in Manchuria. Another low area may be over Central China.

Pressure is highest over the Pacific in the neighbourhood of the Loochoos.

The monsoon is interrupted in the Formosa Channel, where moderate variable breezes may be expected. Moderate to light monsoon is indicated over the N. part of the China Sea.
Forecast:—Moderate E. or variable winds; cloudy, probably some rain.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on February 6th at the Board Room. The Hon. Dr. F. Clark (president) presided, and there were also present: Dr. W. W. Pearce, M.O.H., Dr. Macfarlane, Lieut.-Col. Josling, Mr. E. A. Hewitt, Hon. Mr. A. W. Brewin, Mr. Fung Wa-chau, Mr. Lau Chu-pak, Mr. A. Shelton Hooper, Mr. H. Humphreys, Mr. F. J. Badoley, and Mr. G. A. Woodcock (secretary).

WELCOME TO NEW MEMBERS.

The PRESIDENT said—Gentlemen, before mentioning the business this afternoon I should like to say that it is with very much pleasure I extend a welcome to the two new members of the Board—Mr. Henry Humphreys and Mr. Shelton Hooper. I am quite sure their long experience of the Colony will be of value to us in many matters which come before us to decide (applause).

KOWLOON ODORS.

The detailed report by Dr. Macfarlane on the use of nightsoil in gardens at Kowloon was submitted.

He said—It was found that nightsoil was being carried out to the gardens from Hung-hom and Yum-mat. The police were asked to take action and the practice seems to be discontinued for the present.

On the whole, the odors do not appear to me to be much abated allowing for the fact that they are always less obvious in the cold than in the hot weather. The Board's instructions direct special attention to the removal of stumps, which has been done, but in my experience these stumps do not smell unless stirred up. The main causes of smell in the morning and afternoon watering with diluted nightsoil and the evaporation which takes place afterwards. To stop this it would be necessary to entirely suppress the use of nightsoil, but this would throw the gardens out of cultivation and they would then become mosquito swamps. At present the gardens are receiving the nightsoil of a village population estimated roughly at not less than 10,000 persons.

Mr. Lau Chu-pak moved—The entire stoppage of manuring, I should say, would inflict great hardship on the gardeners, most of whom depend on gardening as the only means to gain their living. It would also compel Hongkong to depend entirely on Canton for the supply of fresh vegetables, which is certainly a retrogressive step. I think some regulations might be drawn up under which manuring with nightsoil should be allowed.

Mr. E. A. Hewitt wrote—I cannot agree with Mr. Lau Chu-pak. The Board should in no case countenance the use of nightsoil in vegetable gardens. The use of stable manure for the ground should be permitted and if necessary the wording of the Ordinance should be altered. Everything possible should be done to encourage the cultivation of vegetables required for the Hongkong market under proper sanitary conditions, rather than that we should have to draw our supplies from Canton, where no Sanitary rules are observed.

Correspondence on the subject was also submitted.

Mr. A. Shelton Hooper wrote—I am not in favour of stopping or restricting the use of human excreta or urine in Chinese gardens save where such are in the immediate neighbourhood of European dwellings or highways constantly frequented by Europeans. The poorer Chinese do not object to the smell, and the odor of fresh sewage, though offensive, is not dangerous to health. As almost all the vegetables eaten in the Colony come from Canton, where no restrictions of any kind exist, any regulations which are made save on the ground of public nuisance would inflict an unnecessary hardship on the Chinese farmers in British territory. Moreover, I am averse to any course being followed in this connection which will involve an increased charge for inspectors.

The Hon. Director of Public Works wrote—I do not see why gardens here should not be cultivated in the same manner as gardens in England or elsewhere. I agree with the President.

Mr. Lau Chu-pak in an addendum to the minute already written, stated that as a matter of principle manuring with fermented nightsoil and urine should not be stopped, because firstly, that would throw men out of employment and compel the Colony to rely on Canton for its supply of fresh vegetables. In the second place, according to the report of the Medical Officer of Health for Shanghai Municipal Council, there was no better way for the disposal of human excreta than by returning it to Mother Earth as is done by the Chinese farmers. Fermentation in covered pits and jars would reduce the offensive smell and was sufficient to kill all the germs. If it were on account of the smell this manuring was objected to, he would point out that the state of affairs in Kowloon, with its sparse population, could not be worse than in the crowded city of Victoria, where no means had been devised for the inhabitants to dispose of their urine. The Chinese had been condemned as unfit to use any modern conveniences, and what urine was in their houses—and even also in European houses—was all emptied into the drains, that being the only alternative open to them. No wonder in the hot season the stench from the drains was unbearable.

The Medical Officer of Health recommended that no action be taken to stop the use of human excreta for manure provided that it be ripened in stumps for three weeks before use.

The President wrote—I don't admit the argument that it is just as difficult to prevent the use of nightsoil as it is to enforce Dr. Pearce's contention that nightsoil must first be ripened for at least three weeks in stumps.

Farmers can easily be prosecuted by the police and Sanitary Department working in unison. Fresh urine is non-offensive but fermented urine has an offensive smell. The objection to the former is that it may contain the germs of disease in a latent form, and the objection to the latter is that its use renders the highways objectionable to passers-by. The use of this manure should be prohibited in the immediate neighbourhood of highways, if not entirely. It is argued that this prohibition of human excreta in market gardens will throw these gardens out of cultivation. This does not necessarily follow, as a certain amount of animal manure will be available, and, further, the time has probably come when a good deal of this land ought to be thrown out of cultivation owing to the proximity thereto of dwellings in increasing numbers. The argument that the Chinese market gardeners should be allowed to do what they had been accustomed to do for years was not tenable. The Chinese have for many years been accustomed to inoculate for smallpox, but it was illegal in British territory, and one never hears of its being done in any of the territory under the jurisdiction of the Board. I have no fear that the public will be misled as to the safety or otherwise of eating raw vegetables in this Colony. Everyone knows that the bulk of our vegetables comes from the Canton River district, and everyone should know that to eat raw vegetables which have not been grown under their own personal supervision is an exceedingly risky proceeding. On the whole, I am of opinion that the Board's decision of August 22nd, 1905, was a wise one, and I should be sorry to see it reversed.

The PRESIDENT said that six months ago a resolution was passed by the Board that the officers be instructed to use their best endeavours to prevent the use of nightsoil in Chinese market gardens and to prevent its storage within 50 yards of the highway. As the result of that resolution and its being carried out by the officers certain petitions had been presented to the Board from market gardeners in Kowloon who found that the enforcement of the resolution interfered with their business. Theoretically, of course, the proper place for the disposal of all excreta was the earth. There were two ways of returning excreta to the earth, the dry method and wet method. Unfortunately the market gardeners at Kowloon adopted the wet method and applied the manure to the leaves of growing plants as a top dressing. The objection to that method was that possibly the germs of disease might adhere to the leaves and communicate disease. There was also the objection that it gave forth offensive smells which were noticeable at certain hours of the day when watering with diluted manure took place. As it was possible to use excreta without causing that nuisance, he thought the Board might very well insist on market gardeners adopting the dry method of procedure. If that could not be done they might go farther and require the excreta to be taken elsewhere.

Dr. PEARCE said there seemed to be some confusion of thought on the subject. He agreed that the Board was quite right in putting down objectionable smells in frequented places, but if they were going to prohibit the use of human nightsoil by market gardeners they would do away with a good industry simply because a few people passing into the country were met with objectionable smells. Manure always smells, and no matter where one went, to the market garden or farm at home, one always smelt manure. They could not grow vegetables without manure and they could not have manure without smell. Any action taken by the Board to stop the use of nightsoil as manure for the growing of vegetables simply because a few people objected to the smell would be absurd. The objection might be that manure was likely to cause typhoid or cholera or some other disease, but there was no doubt from the bacteriological point of view that the organisms of typhoid or cholera could not live long in sewage. Again, if the gardens were allowed to go out of cultivation they would become mosquito swamps. It was well known that the red earth of this colony would grow practically nothing, and anything that was grown must be heavily manured. It would be difficult to prevent the Chinese using nightsoil in this way, because they had been accustomed to do so, but even if they succeeded in stopping the practice gardens would go out of cultivation as there was not sufficient animal manure to keep the gardens going. Then they should be no better off if that happened, but rather worse, as they would have to rely on Canton for their vegetables and in that place there were no regulations at all. The practice of manuring with nightsoil could not be stopped, but it could be regulated. He did not think it was sound from a sanitary or an economic point of view to stop the use of nightsoil in this Colony provided they did not allow people to create smells in frequented districts. In conclusion, he referred to the common idea that smells caused typhoid, and said there was no scientific evidence for believing that the smell of nightsoil caused typhoid fever.

Mr. HEWITT affirmed that as a Sanitary Board they held no right to countenance the use of human nightsoil in vegetable gardens, and he trusted the majority of the members would endorse his opinion. As to the argument that those gardens would go out of cultivation if they were not allowed to use that manure, it seemed to him that some system ought to be adopted for storing the nightsoil in pits until the manure was ripe. This could be under government supervision. Otherwise there was nothing to prevent the Chinese using urine manure for their vegetables, and he instance how his own

gardeners used nightsoil against his expressed injunctions. With an arrangement such as he suggested the manure could be sold or given to the gardeners.

The Hon. Mr. BROWN disagreed with Mr. Hewitt's advice to follow expert opinion, and declared that what they had to do was to balance expert advice against other interests. What they had to do was to say whether the proposal was worth while being carried. Personally, he should say no. What would be the result of carrying out Mr. Hewitt's suggestion? If Mr. Hewitt could not look after his own garden and prevent his servants from using nightsoil, how could they expect their inspectors to supervise square acres of Chinese gardens? He did not see that they were called upon to do anything beyond periodically warning Europeans of the risks attendant on eating raw vegetables and asking the Government to encourage by grants of land people who carry on gardening under conditions which enable vegetables to be eaten raw.

Dr. PEARCE, referring to the minute by Hon. Mr. Chatham, that he could not see why gardens here could not be manured as in England, pointed out that human manure was used in England. They knew there were sewage farms there, and he declared that millions of money was lost to England every year by nightsoil being carried out to sea instead of properly treated and used, the result being that the English people had to buy vegetables from other countries where nightsoil was used as a manure.

Mr. HUMPHREYS agreed with the remarks of Dr. Pearce and Mr. BROWN, and said that if they prohibited the use of nightsoil it would be also necessary to prohibit the importation of vegetables coming from Canton. And to do that the Government would have to make arrangements for our supply of vegetables.

Mr. SHELTON HOOPER suggested that regulations be drawn up prohibiting the use of nightsoil within a distance of 100 yards from a public highway or European dwelling.

The PRESIDENT considered that Mr. Hewitt's suggestion was a valuable one. It would be quite possible to establish such a depot or depots in the rural district of Kowloon under the control of an officer of the department. He moved that it be referred to a committee consisting of Mr. Badoley, Mr. Hewitt, and Mr. Humphreys, for consideration.

Mr. HEWITT seconded.

Only two voting for the proposition and six against, it was declared lost.

Mr. HUMPHREYS moved that no restriction be placed on Chinese market gardens unless they were within 100 yards of European dwellings.

The PRESIDENT pointed out that the previous resolution must be rescinded before that could be moved.

Mr. HUMPHREYS moved, and Mr. FUNG WA-CHUN seconded the repeal of the previous resolution, which was carried by five votes to three.

Mr. HUMPHREYS' original resolution, with the distance altered from 100 yards to 50 yards, was then accepted as the finding of the meeting.

THE SALE OF DOG AND CAT MEAT.

Respecting an application for a licence to sell cats, dogs, snakes, and deer, etc., at 46, Temple Street North, Yum-mat.

Mr. Humphreys moved—I am opposed to the granting of this application.

Mr. Lau Chu-pak wrote—The sale of dog or cat flesh should be prohibited. Animals suffering from hydrophobia or other diseases may be killed any time and sold. People one day may also wonder where their pets have gone.

Mr. Fung Wa-chau stated—The risk would be too great.

The Captain Superintendent of Police recorded—Except as regards venison, this matter does not concern the Board at all.

The application was refused.

LIME-WASHING RETURN.

During the fortnight ended January 30th there had been 4,374 houses lime-washed in the Eastern district, 231 in the Central, and 3,755 in the Western.

There had been 11 prosecutions.

FAT-BOILING SHOPS.

An application was received for the removal of certain fat-boiling establishments at West Point. There being no objection to their transference to Clarence Terrace, the request was granted.

DARING ROBBERY AT CANTON.

THE ATTACK ON DR. BEATTIE.
Our Canton correspondent adds that the robbers who bound and threatened Dr. and Mrs. Beattie at Fa-ti on the night of the 2nd inst. had both rifles and revolvers, and were seen in the light of torches carried by themselves to embark in long "dragon" boats. They ransacked the house thoroughly, and got away with at least \$1,000 worth of property. The American Consul has the matter in hand.

The *Nanyangpao* is informed that on Jan. 11th, a somewhat serious accident happened to the Ching-Han line. A freight train, consisting of thirteen heavily-laden cars, was derailed at Ching-chou in the Honan province. Fortunately, no persons were injured, but the damage done to the freight is alleged to have been very great. The engineer-in-chief in charge of the line, immediately on receipt of the news sent twelve engineers to the scene of the accident to make the necessary repairs to the derailed train. It is stated that the station-master concerned was dismissed for what appears to be no fault of his, the natives asserting that it was the locomotive driver being asleep at the time of the accident which caused the disaster.

SUPREME COURT.

Tuesday, February 6th.

IN ADMIRALTY JURISDICTION.

BEFORE SIR FRANCIS PIGOTT (CHIEF JUSTICE) WITH CAPTAIN MORRISON, NAUTICAL ASSessor.

His Lordship delivered judgment in the case in which the *Tai On* Steamship Company sued the owners of the steamship *Kwong Tung* for \$500 for damages caused by a collision between the *Tai On* and the *Kwong Tung*.

Mr. M. W. Slade, instructed by Mr. R. Harding (of Messrs. Ewins, Harston and Harding), appeared for plaintiffs, and Mr. E. H. Sharp, K.C., instructed by Mr. H. J. Golgo (of Messrs. Johnson, Stokes and Master), appeared for the defendants.

His Lordship said: The plaintiffs, the owners of the steamship *Tai On*, sue the owners of the steamship *Kwong Tung* for damages in respect of a collision between the two vessels in the Canton River, which occurred in the channel south of the Salt Flats, it is alleged through the fault of the *Kwong Tung*.

The two vessels left Hongkong within an hour of one another on the evening of the 16th May, 1904, and proceeded to Canton, which they were both timed to reach at 6 a.m. on the 17th. The *Tai On*, the slower vessel, left first.

She was passed by the *Kwong Tung* off Tiger Island and remained astern for some time, being sighted by persons on the *Kwong Tung* when that vessel was up to the Whampoa Barrier at about 4 a.m.

When the Barrier was in this evidence of both sides agreed that the *Tai On* was in the port of Canton, ships are not allowed to enter before 6 a.m. and it is also the custom of the port that ships should enter in their berthing order.

The *Kwong Tung* was higher up the river than that of the *Tai On*. She would, therefore, have precedence in entering the port. Both ships were damaged slightly, but the direct consequence of the collision was that the *Kwong Tung* ran into and sank a junk at anchor on the south bank of the channel beside the Salt Commissioner's gunnery, causing damage to her owners to the extent of \$200.

This, though irrelevant to the case, was mentioned at the opening of the case and the fact that an agreement had been entered into between the owners of the two ships that the owner of the ship found to blame should bear the loss occasioned by the collision of the junk. It is regretted that this fact was mentioned, because it seemed to indicate a desire on the part of the owners of the *Tai On* to avoid a most desirable desire as it seems to me that justice should be done all and it is clear that no consideration of what I may call rough justice or equity should appear to influence the conclusion at which the most valuable co-operation of the assessor, Captain Morrison, agreed to be given.

It is not a matter of the books or authorities, must note, too, that such an agreement as has been referred to seems to have obtained the assessor of a case action for damages to the *Kwong Tung* in which the application of this of procedure might, I think, have been taken into account. There is, however, no case in which the assessor has taken the action have the proceedings taken the form an action by the assessor of the junk against the ship owners. Having thus cleared the ground, I am now in a position to deal with the preliminary act of the assessor, which is usually stated in the assessor's report that the *Tai On* had passed the *Kwong Tung*.

The defendant's first argument deals with this statement; he relies on the fact that I have referred above and on the fact that the assessor's report does not bear out this allegation, that if he has proved anything is another fact altogether, and that, therefore, he must fail in his action. But I take this argument goes too far. Elaborate it as I understand it, this is the fact that in the assessor's report it is stated that the *Kwong Tung* was overtaken and, therefore, this statement is not subject to Article 24 of the Regulations for Preventing Collisions at Sea in other words that this sentence of Paragraph 12 of the Preliminary Act must be read: "The *Tai On* was overtaken and passed the *Kwong Tung*."

This was supported by a further argument that the assessor's report must be read in connection with the Regulations, and that this is supported by the fact that the assessor has explained to me the wide difference which exists between the words "past" and the term "past and clear," the latter term as used in Article 24 means that the ship has not only passed the other ship but is sufficiently clear to maneuver with safety, which she could not do if she were merely past, I can, therefore, not assent to this argument, for if I were to hold that the word "past" must be read as "past and clear" in the sentence I have quoted, it would be tantamount to holding that an action could not be on an allegation that the *Tai On* was overtaken and passed the *Kwong Tung*.

The assessor's report is one for an assessor, I think that this action is applicable to the assessor, and I think further that, though there is no reference to the Regulations by the assessor, there is a sufficient reference to the Regulations in Paragraph 14 of the Preliminary Act, which, specifying the fault or default attributed to the other ship, says: "Not keeping to the starboard side of the channel, not keeping clear of the way of the *Tai On*, not slowing down, not stopping or reversing engines when overtaken, or not giving way as required by Article 24, by the fact that the *Kwong Tung* increased her speed until she was finally overtaken and passed the *Kwong Tung* on the course and speed. It is admitted that the *Kwong Tung* did increase her speed after she was overtaken. It is at this point that the assessor's report is applicable to the assessor's report already referred to applies. The assessor's report is not applicable to the assessor's report already referred to applies.

Act. The application of the rule is said to be this:—Unless the *Tai On* can prove that she had in fact passed the *Kwong Tung*, she must fall in spite of the fact that the *Kwong Tung* herself violated Article 21 by increasing her speed. Whether or not this is the true application of the rule is, as I shall show presently, a difficult question, but it seems to me essential first to ascertain what in fact happened during the time which elapsed between the overtaking and the collision.

If the *Tai On* did fall, it would pass the *Kwong Tung*. This will be borne out by the fact that the assessor's report is not applicable to the assessor's report already referred to applies. The assessor's report is not applicable to the assessor's report already referred to applies.

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run 520 feet. The *Tai On* had run 661 feet, gaining 141 feet. After the second minute the *Kwong Tung* had run 1,040 feet and the *Tai On* 1,322 feet, thus gaining 282 feet, which is 100 feet more than her length. But, and this is the crux of the calculation, the *Tai On*, in order to get past the *Kwong Tung*, would have to run first the length of the *Kwong Tung*, minus the overlap, that is, 200 feet minus 50 feet, 150 feet plus her own length, 82 feet—in all 330 feet. The position, therefore, of the two ships at the end of the second minute was that the *Tai On* had gained 132 feet ahead of the bow of the *Kwong Tung*, that is, 48 feet short of actual passing. After that time she began to draw astern. The assessor has checked and agrees with these calculations. Before, however, finally accepting them, it is necessary to see how far they agree with the evidence. I have, therefore, extracted from the statements of the witnesses on both sides what they say as to the relative positions of the two ships.

Lawrence, Captain of *Tai On*. "Kwong Tung" was dead astern, could not tell how far, nor on which side; her bow flagstaff was aft of my tailflag; passed her at 5.15; at 5.20; 10 minutes after heard her coming up; her hull rang when the ships were right abreast.

Smith, Chief Engineer. "When I came out of cabin 'Kwong Tung' was passing us; her stern amidships of our funnel; her engine was almost at our engine-room skylight; impossible for our bow to be amidships of 'Kwong Tung'; our bow quarter ship's length ahead of 'Kwong Tung'.

Sing, Pilot. "Passed 'Kwong Tung' at 5.15; 18 feet apart; got ahead of her; two ship lengths; collision occurred immediately after recovery of the *Tai On*." "We went ahead of 'Kwong Tung' in 12 or 13 minutes (she had just passed the Barrier—after 5); 8 or 10 minutes after she went ahead of us; can't say how far 'Tai On' passed 'Kwong Tung'; as I could not look behind.

Walter, Captain of *Kwong Tung*. "The *Tai On* caught us up at 5.20; 10 minutes after we were a little later. After 'full speed' she drew up for 2 or 3 minutes till she was about; her bow 10 feet forward of our bow; never forward of that.

Mead, Chief Officer. "Saw 'Tai On' abreast of our funnel; gradually coming ahead till funnel in line; bow abreast of bridge. Half minute after telegraph bow abreast of our funnel. Cordova, Engineer. "Came on deck 5.22; soon after 'full speed'; saw 'Tai On' coming up slowly; stood a little while, fringed level; engineer of 'Tai On' went below; fringed level; saw 'Tai On' when I went to fetch Assistant Pilot; 'Tai On' green screen opposite our red screen.

Pui Kii, Assistant Pilot. "Going to wheel-house saw 'Tai On' stem just beyond our funnel; when I got to wheel-house her stem near our red screen. Chi, Chief Pilot. "After 'full speed' went out of wheel-house to see 'Tai On' stem went up to wheel-house; but got no further ahead because we were 'full speed'.

Lewis, Passenger (de bene esse). "Saw 'Tai On' approaching; her bows came no further than wheel-house; her bow never level with our bow. So far as the *Tai On* evidence is concerned that of the pilot may be put on one side as imaginary. So far as the evidence of the *Kwong Tung* is concerned, the most serious discrepancy occurs between the statements of Captain Walker and Mr. Lewis. The pilot says that the *Tai On*'s bow was a little forward of that of the *Kwong Tung*; but Mr. Lewis says that the *Tai On*'s bow came no further than the wheel-house of the *Kwong Tung*; and that the bows of the two ships were never level. These two statements cannot stand together, and although we may not be able to accept Captain Walker's evidence, we must accept Mr. Lewis's. For some reason or other the passenger takes too much notice of the case. He could see what the learned counsel, who was cross-examining him, was 'driving at,' though, I am at a loss to understand. He was merely called *de bene esse* to state what he saw, not to force for the counsel, and what he saw was not what Captain Walker saw; nor is it borne out by any other evidence. The chief pilot's evidence also disagrees with that of Mr. Lewis, though apparently agreed with that of the passenger. I think his evidence is more in accord with what the sailor Yuen and the assistant pilot said. When Yuen went to fetch the assistant pilot, he says the *Tai On* green screen was opposite our red screen; and when the assistant pilot, after he had been fetched, got to the wheel-house the *Tai On*'s stem was near our red screen. Now, clearly, the *Kwong Tung* men saw happen after the *Kwong Tung* men saw falling back, and this is really the *Tai On*.

What was the chief pilot's evidence? The *Tai On*'s stem was up to our wheel-house when he went out to look, but he did not get no further ahead 'because we were full speed.' The chief pilot ought to know what he is talking about. He must know that what he says is meaningless unless the *Kwong Tung* had gathered her full weight when he went out to look. Therefore, the assessor must go to look the *Tai On* men have begun to fall back. I think these three Chinese spokes try to what they did not say, but we have to accept what they did not say. The chief officer also contradicts the captain, but his own evidence, I am sorry to say, is open to serious criticism and the models show that if the funnels were in line, as he says, the *Tai On*'s bow could not be abreast of the *Kwong Tung*. It would have been practical level.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Telegraphic Address: Pusan, Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 38. Telephone No. 12.

NEW ADVERTISEMENTS

RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the Transaction of Public Business at 11.45 a.m. on MONDAY, TUESDAY, and WEDNESDAY, the 12th, 13th and 14th instant.

Hongkong, 7th February, 1906. 374

BOARD AND RESIDENCE.

GENTLEMAN may have BOARD and RESIDENCE with a Private Family in a House on the Upper Levels. Terms Court.

Apply—
Care of "Daily Press" Office.
Hongkong, 7th February, 1906. 375

TO LET—FURNISHED.

FROM beginning of April the 6-Roomed House, Peak No. 149.
For Particulars apply to—
R. H. H.

Care of "Daily Press" Office.
Hongkong, 7th February, 1906. 376

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"HAICHING,"
Captain A. E. Hodgins, will be despatched for the above Ports TO-MORROW, the 8th inst., at 1 P.M.

For Freight or Passage, apply to
DOUGLAS LA FRANK & CO.,
General Managers.
Hongkong, 6th February, 1906. 371

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship
"BENLARI,"
Captain Wallace, will be despatched as above on or about the 23rd inst.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 6th February, 1906. 372

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO' AND LONDON.

THE Steamship
"GLENLOGAN,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 p.m. TO-DAY.

Goods not cleared by the 13th inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.
Hongkong, 6th February, 1906. 373

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship
"CAPRI,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

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No claims will be recognized if not presented within 14 days of the ship's arrival.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th instant will be subject to rent.

CARLOWITZ & CO.,
Agents.
Hongkong, 6th February, 1906. 374

TO BE SOLD AT MACAO, VILLA BRANCA.

THE RESIDENCE of the late Physician and Naturalist, Mr. Gomez da Silva, with all its surroundings, delightfully situated on the Southern Slopes of S. Jacinto Mountain and facing the South-west. Bidders may apply to His Lordship the JUDGE of MACAO, to the Botanical and Zoological Collections of the same Physician and Naturalist.

Macao, February 5th, 1906. 363

FOR SALE.

HANDSOME BLACK GELDING (Australian) Accompanied. Exceptionally fast trotter. Carriage or Saddle Hack. Can be seen at Kennedy's Horse Repository. Offers to—
Care of "Daily Press" Office.
Hongkong, 1st February, 1906. 322

INTIMATIONS.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1906.

MONDAY, TUESDAY, WEDNESDAY AND SATURDAY (OFF-DAY).
12th, 13th, 14th and 17th FEBRUARY.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LTD., or at the Gate. Price \$7 for the Meeting (excluding the Off-Day), or \$3 per day. Tickets for the Off-Day, \$2.
No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clock of the Course.
Hongkong, 6th February, 1906. 359

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races on the 12th, 13th, 14th and 17th instant.

A Stand and an Enclosure will be reserved for Members and Members' Wives and Families, Tickets for which will be sent out with the Members' Tickets after WEDNESDAY, 7th instant.

All Tickets must be produced to gain admission.

Special accommodation will be reserved for Chinese Ladies and their Female Attendants in the Stand erected on the plot of Ground next to the Lusitano Club Stand.

T. F. HOUGH,
Clock of the Course.
Hongkong, 6th February, 1906. 360

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE of the RACECOURSE during the Race Days WITHOUT TICKETS which can be had on application to the Under-secretary between WEDNESDAY, 7th and MONDAY, 12th inst.

T. F. HOUGH,
Clock of the Course.
Hongkong, 6th February, 1906. 361

NOTICE.

THE ONLY EDITION of RACE BOOKS and PROGRAMMES authorized by the Stewards of the Jockey Club are those printed by Messrs. NORONHA & Co.

T. F. HOUGH,
Clock of the Course.
Hongkong, 5th February, 1906. 345

A SELECT DAY SCHOOL.

THREE University Trained Foreign Teachers and Capable Chinese Teachers. Careful supervision and individual attention assured. Both ENGLISH and CHINESE taught. Special attention given to Conversational English. Only a limited number can be admitted. School opens February 19th.

Write for catalogue or apply at once to
F. O. LEISER, Head Master,
Chinese Y.M.C.A. 26, Des Voeux Road, Central.
Hongkong, 6th February, 1906. 358

LOST.

A GOLD BRACELET set with small Diamonds. Finder will be rewarded on returning same to "CROWNSHED," Barker Road, or to 27, Des Voeux Road Central.
Hongkong, 5th February, 1906. 346

THE CHINA FIRE INSURANCE CO., LIMITED.

NOTICE.

FROM this date, and during the Absence of Mr. G. L. TOLMILIN from the Colony, Mr. C. PEMBERTON has been appointed ACTING SECRETARY to the Company.

A. G. WOOD,
Chairman.
Hongkong, 31st January, 1906. 362

THEATRE ROYAL, CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

"PRINCESS TOTO,"
A Comic Opera in Three Acts,
by
W. S. GILBERT.

Will be Produced on
THURSDAY, ... 15th FEB. 1906.
FRIDAY, ... 16th " "
SATURDAY, ... 17th " "
MONDAY, ... 19th " "
TUESDAY, ... 20th " "
WEDNESDAY ... 21st " "

PRICES ... \$3, \$2 and \$1.

SAIDERS and SOLETS in uniform Half Price to P.T. P.T. Stalls.

Doors Open at 8 P.M. Performance at 9 P.M.

Booking Office at ROBINSON PIANO CO., Open on and after 10 P.M., the 9th February, from 10 A.M. to 4.30 P.M. each day.

M. S. NORTHCOTE,
Business Manager.
Hongkong, 3rd February, 1906. 339

THE TRADE MARKS ORDINANCE, 1899.

NOTICE IS HEREBY GIVEN that Messrs. JORGE and COMPANY, of No. 5, Zetland Street, Victoria, Hongkong, Merchants and Commission Agents, have on the 8th day of September, 1905, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK:

The distinctive device of the sun rising on the horizon with a scroll on the rays of the Sun with the word ALVA printed on the scroll. Below the waves are representations of coins. The whole is surrounded by a floral border in the name of JORGE & COMPANY, who claim to be the sole proprietors thereof.

The TRADE MARK is intended to be used by the Applicants forthwith in respect of the following goods: WOOLLEN and WOOLLEN AND HAIR Goods in class 35.

A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 6th day of December, 1905.

F. X. D'ALMADA E CASTRO,
Solicitor for the Applicants. 2764

INTIMATIONS.

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the HEAD QUARTER OFFICE, Fletcher Street, until 12 o'clock Noon, on FRIDAY, 16th February, 1906, for the undermentioned SUPPLIES AND SERVICES, for the period of 12 Months from 1st April, 1906:—

1. Meat.
2. Hospital Supplies and Medical Comforts.
3. General Supplies and Provision.
4. Oil, Wick, and Barrack Supplies.
5. Coal, Coke, Wood and Charcoal.
6. Barrack Services and Scavenging.
7. Washing.
8. Transport Services (Supply of Launches, Junka, Coolies, &c.).
9. Forage.

Forms of Tender and any particulars can be obtained on application to this Office, personally or by letter, addressed to the OFFICER COMMANDING ARMY SERVICES CORPS, between the hours of 10 A.M. and 4 P.M.

The Tenders must be properly filled up and signed, and dated, and no tender will be noticed unless delivered upon the proper form at the Head Quarter Office by 12 o'clock Noon on the above date, in a closed envelope marked "TENDER" on the outside.

The right to reject any or all Tenders is reserved.

Head Quarters Office,
Hongkong, 2nd February, 1906. 3385

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.
WITH CHAMBER FOR 19 CARTRIDGES
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1905. 45

A. LING & CO.,

FURNITURE STORE.
PLATED GLASS AND CROCKERY
WARE, &c., &c., and FOOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. 2355

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
37, Des Voeux Road CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905. 2056

RUINART PERE & FILS, REIMS.

Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS Quality
Guaranteed (Green Seal).
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May, 1905. 122

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1905. With Index. Price \$7.50.
On sale at the Hongkong Daily Press Office
Hongkong 17th July, 1905.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
TO-DAY (WEDNESDAY),
at 11 o'clock, the following real estate, situated in the following lots and reproduced on pages 6 and 7:
New York, November 25th, 1905.
Mr. PAUL MORTON, President,
The Equitable Life Assurance Society of the United States, 120, Broadway, New York.

DEAR SIR:—The exhaustive examination which we have made of the affairs of the Equitable Life Assurance Society of the United States is so far completed, that we are now enabled to furnish you with a Balance Sheet showing the true Financial Position of the Society on September 30th, 1905.

The Assets of the Society as claimed were all found to be on hand, and amounted in value to \$416,168,500.10 as shown by the Balance Sheet.

The Surplus over and above all Liabilities amounted to \$67,142,865.42.

A conservative revaluation of the Assets, including a new full appraisal of the real estate owned by the Society or covered by mortgages held by the Society, has resulted in a reduction in certain of the values adopted in the Society's last Annual Report, principally in Real Estate and in Stocks of certain financial institutions.

Yours very truly,
(Signed) PRICE, WATERHOUSE & Co.,
Chartered Accountants.

by A. LOWER DICKSON, F.C.A., C.P.A.
(Signed) HASKINS & SELLS,
Certified Public Accountants,
by ELIJAH W. SELLS, C.P.A.

You will be gratified to learn:

(1) That all the assets claimed by the Society are on hand, and are of a high grade, and are conservatively worth \$416,168,500.10.

(2) That, over and above all liabilities, the surplus is \$67,142,865.42, about seven-eighths of which is a fund for division among existing deferred dividend policies at the end of the accumulation periods.

(3) That the reduction in the book value of our assets and surplus is caused by a revaluation on a conservative basis, and in no way reduces the income of the Society.

The decrease in the value of assets is chiefly in real estate which was carried at prices too high, and in shares of certain financial institutions which were carried at market prices based on transactions which were deemed by the accountants to be excessive.

RETIREMENT

Economics amounting to \$600,000.00 a year have already been introduced, which if capitalized on a four per cent. basis would be equivalent to an additional investment of over \$15,000,000. This more than covers the marking down of assets. I expect to institute still further economies of a radical character.

RESTITUTION

Under the past management transactions involving the expenditure of large sums of money have been carried through frequently without any proper authority of the Board of Directors and with very meagre bookkeeping records, so that it has been difficult in many instances to secure explanation of certain transactions which have taken place during the last ten years, some of which involve a financial loss to the Society.

The liabilities discovered by the Society, and the amounts restored to the Society approximate \$81,000,000, and legal proceedings have been instituted for the recovery of considerable additional sums.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 6th February, 1906. 365

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
ON TUESDAY,
the 13th February, 1906, at 10.30 A.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street),
A FINE COLLECTION OF
OLD PEKIN CURIOS,
Comprising:—
VASES, WALL PLATES, INCENSE
BURNERS, OLD BRONZES, SILK
EMBROIDERIES, TEA CUPS, SNUFF
BOTTLES, PALACE and TEMPLE
HANGINGS, KAKEMONOS, &c., &c.

Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 5th February, 1906. 350

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
ON FRIDAY,
the 10th February, 1906, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street),
A FINE COLLECTION OF
OLD PEKIN CURIOS,
Comprising:—
VASES, WALL PLATES, INCENSE
BURNERS, OLD BRONZES, SILK
EMBROIDERIES, TEA CUPS, SNUFF
BOTTLES, PALACE and TEMPLE
HANGINGS, KAKEMONOS, &c., &c.

Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 5th February, 1906. 350

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HUGHES & HOUGH,
Auctioneers.
Hongkong, 5th February, 1906. 350

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BOTTLES, PALACE and TEMPLE
HANGINGS, KAKEMONOS, &c., &c.

Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 5th February, 1906. 350

PUBLIC COMPANY
EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

LETTER TO POLICYHOLDERS FROM THE PRESIDENT.

NEW YORK, December 14th, 1905.

TO THE POLICYHOLDERS:

I had hoped to make some statement to you before this, but I have believed it was best to wait until I could give you a final conclusion in regard to the financial condition of the Society based on full investigation. This explains the delay in communicating with you.

On June 9th last, under the condition that I should have full power as to men and methods, and with no pledges of any kind to any one, I was elected by the Directors of the Society as CHAIRMAN of the BOARD, and at once assumed the active management of the Society's affairs.

Soon after I was elected PRESIDENT of the SOCIETY and the Office of Chairman was abolished.

One of the first acts of my administration was the employment of Messrs. Price, Waterhouse & Company, chartered accountants of Great Britain and New York, and Messrs. Haskins & Sells, certified public accountants of New York, to investigate the affairs of the Society, under directions to render complete and exhaustive reports on the following subjects:

1. The Society's annual expenses, including legal expenses, advertising expenses, agency expenses, and cost of securing business.

2. The real estate investments of the Company, including in the case of each parcel the value at which it is carried upon the books of the Society; the income which it yields; and the fair valuation of the property, whether above or below the value at which it is carried upon the books of the Society. (If necessary, outside experts may be employed in ascertaining the value and income of the real estate, subject, of course, to my approval as to men and terms.)

3. The other investments of the Society; their character; and the circumstances under which they have been made.

4. The Society's surplus and the manner in which it is carried upon the books of the Society.

5. The methods of keeping the Society's accounts, and the prospects in which its accounting may be improved.

6. The relations between the Society and the trust companies, banks, safe deposit companies, and other institutions with which the Society is affiliated by ownership of considerable amount of stock or otherwise. (In the case of every corporation in which the Society has a dominant or important interest, or with which the Society has special relations, the ownership of stock other than that owned by the Society should be ascertained so far as practicable.)

7. The subjects covered by the report of the Investigating Committee of which Mr. Frick was Chairman should be fully investigated.

8. When the report of the New York Superintendent of Insurance has been made that report should be carefully studied and every matter covered by it or by the recommendations of the Commissioner should be carefully examined.

Subsequently a still more elaborate plan of investigation was agreed upon with these accountants, and I doubt if any American insurance company ever before had such an exhaustive examination.

It has taken a large force of men five months to ascertain the exact financial state of the Society, now fully exposed by the balance sheet transmitted with the following note and reproduced on pages 6 and 7:

New York, November 25th, 1905.
Mr. PAUL MORTON, President,
The Equitable Life Assurance Society of the United States, 120, Broadway, New York.

DEAR SIR:—The exhaustive examination which we have made of the affairs of the Equitable Life Assurance Society of the United States is so far completed, that we are now enabled to furnish you with a Balance Sheet showing the true Financial Position of the Society on September 30th, 1905.

The Assets of the Society as claimed were all found to be on hand, and amounted in value to \$416,168,500.10 as shown by the Balance Sheet.

The Surplus over and above all Liabilities amounted to \$67,14

TO LET

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE,
Secretary.

Hongkong, 1st June, 1905. 110

TO LET.

N. O. 1, RIFON TERRACE.
No. 5, CLIFTON GARDENS, Conduit Road.
No. 6, CLIFTON GARDENS.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE'S FIRM).
GODOWNS, PRATA EAST.
A BUILDING at Causeway Bay, formerly in occupation of the Steam Laundry Co., Ltd. HOUSES in MOATWATER TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 13th January, 1906. 177

TO LET.

THE First-floor of YORK BUILDINGS (Opposite Messrs. GAUFF & Co.) For Offices.
Apply to—
KELLY & WALSH, LD.
Hongkong, 4th September, 1905. 187

TO LET.

N. O. 5, "FAIRVIEW," Robinson Road, Kowloon. Semi-detached House. Moderate rental.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 29th December, 1905. 190

TO LET.

GODOWN, No. 3, NEW PRATA, Kennedy Town.
Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 28th June, 1905. 178

TO LET.

N. O. 74, CAINE ROAD.
No. 2, MACDONNELL ROAD.
Apply to—
COMPRADORE'S DEPARTMENT
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. 180

TO LET.

TWO LARGE OFFICES on the First Floor of No. 34, Queen's Road Central, opposite the Post Office. Possession on or after the 10th December, 1905.
Apply to—
WONG CHEE SANG,
Care of Yee Sang Fat & Co.
Hongkong, 30th November, 1905. 107

TO LET.

FIVE ROOMS on Second Floor, 19, Queen's Road Central, over Messrs. Gregor & Co.'s premises, at present occupied by Messrs. DARTY & Co.
Apply to—
KELLY & WALSH, LD.
Hongkong, 20th December, 1905. 89

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon. Rental \$5 a month and taxes.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 12th October, 1905. 188

TO LET.

HOUSE, No. 5, ROSE TERRACE, Robinson Road, Kowloon. Immediate possession.
HOUSE, No. 2, ROSE TERRACE, Robinson Road, Kowloon. Possession from 1st March, 1906.
Apply to—
THE COMPRADORE,
Messrs. BAKER & Co.
Hongkong, 2nd February, 1906. 320

TO LET.

SEVEN EUROPEAN HOUSES, late P. Blackhead & Co. and Shewan, Thomas & Co.'s Offices. Ground Floor and Top Floors with Godowns can be let separately on leases.
Apply to—
CHUNG SIUN KOO,
First Floor, No. 10, Queen's Road Central.
Hongkong, 19th July, 1905. 181

TO LET.

AT "HOTEL MARSHALLS."
TWO ROOMS, on 1st Floor, suitable for Offices.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Agents.
Hongkong, 31st January, 1906. 1319

TO LET.

NEW "KINGSCLERE" with Stables entrances in both Kennedy and Macdonnell Roads.
For full particulars, apply to—
LINSTED & DAVIS,
Alexandra Buildings, 3rd Floor.
Hongkong, 17th February, 1906. 82

TO LET.

N. O. 1, DES VŒUX VILLAS, Peak.
Nos. 5, 6 & 21, BELLIUS TERRACE.
No. 2, DES VŒUX VILLAS, PEAK.
No. 2, COLLEGE GARDENS.
No. 4, ALBANY.
"EARNESFOOT," 31, Robinson Road. Furnished for 6 months. With Electric Light and Fan.
"BROCKHURST," Peak, from 1st March, 1906.
24, BELLIUS TERRACE, Corner House. BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms. Low rental.
2nd FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory &c., with use of Electric Lift. Well suited for Offices.
Apply to—
LINSTED & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 7th February, 1906. 132

TO LET

TO LET.

BARROW TERRACE, (Kowloon) Nos. 1, 2, 4, 5, 6, 7 and 8.
SEYMOUR ROAD LOWER, Nos. 27 & 31.
CAINE ROAD, No. 57.
STONEHAYEN, Robinson Road, No. 35.
TANG YUEN, McDonnell Road, No. 18 (12 Rooms).
ICE HOUSE STREET, No. 6 (1st & top Floors, 4 Rooms each floor).
WAN CHAI ROAD, No. 94 (a Spacious Godown).
PRATA EAST, No. 9A, (Godown).
Apply to—
SAM WANG CO., LD.,
81, Queen's Road Central.
Hongkong, 6th February, 1906. 335

TO LET.

N. O. 15, KNUSTFORD TERRACE KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 2nd December, 1905. 177

TO LET.

AT QUEEN'S BUILDINGS, the Offices (Ground Floor) lately occupied by Hamburg-America Linie.
Apply to—
SIEMSEN & CO.,
Hongkong, 3rd January, 1906. 129

TO LET.

SUITABLE for OFFICE, ONE ROOM in Prince's Buildings.
Apply to—
LAUTS, WEGENER & CO.,
Hongkong, 4th March, 1905. 84

TO LET.

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of any Cargo.
Floor Area, 6,100 square feet each.
Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 20th January, 1906. 266

TO LET.

TWO FURNISHED ROOMS, with Bath-rooms attached. Board optional. Healthy locality. For Terms, apply to—
"Z.Y.X."
Care of "Daily Press" Office.
Hongkong, 5th February, 1906. 347

TO LET.

SPACIOUS GODOWN. Central position.
Apply to—
"Z.Y.X."
Care of "Daily Press" Office.
Hongkong, 2nd December, 1905. 108

TO LET.

HONGKONG BUSINESS DIRECTORY.
BOOKBINDING.
DAILY PRESS OFFICE.
The only office in China having European taught workmen Equal to Home work.

TO LET.

IRON MERCHANTS.
SINGON & CO.,
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents.
35 & 37, Hing Loong Street.
(1st Street West of Central Market.) Telephone No. 515.

TO LET.

PHOTOGRAPHER
M. MUMEY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

TO LET.

PRINTING.
"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

TO LET.

STOREKEEPERS
BISMARCK & CO.,
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sail-makers, &c. Fresh Water supplied to Vessels in the Harbour.

TO LET.

KWONG SANG & CO.,
Shipchangers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchants.
75 & 79, Connaught Road, New Prata Central.

TO LET.

TO Ladies all the most beautiful women use
CREME SIMON
Mme. ANASTASIA PATTI says:
"I have found it very good indeed."

TO LET.

SAVON & POUDRE SIMON
à la
Belle Simon
Parfums
J. SIMON, PARIS
Chemin, Halles, Parfums et Décor.

TO LET.

NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTON'S KOWLOON STORE, No. 36, Elgin Road and Mr. AH YAU'S FERRY WHARF STALL.
Hongkong, 22nd December, 1905.

POLICE COURT.

Tuesday, February 5th.

BEFORE MR. F. A. HAZLEND (First Police Magistrate).

ABSENT WITHOUT LEAVE.

Geoffrey F. Xavier, a ticket inspector employed by the Star Ferry Company, summoned Ho Kien-chung, a seaman, for absconding himself from duty on 16th January. Defendant admitted the charge and was fined \$15 or one month's hard labour.

THE TAIPO MURDER.

Three men belonging to the Kwai Sin district named Chan Kam, coolie, Wong Sing, tailor, and Ho Wong, coolie, were charged with the murder of Chua Beng-sang, Chief Excise Officer at Tai Po, on Saturday morning. They were formally remanded till Friday.

AIDING STOWAWAYS.

A native fireman on board the Tszan was charged with aiding and abetting three Chinese to stow away on the vessel from Hongkong to Australia. Mr. Gedge, from the office of Messrs. Johnson, Stokes and Master, stated that on arrival at Sydney harbour he found three Chinese on the saloon deck. They were on board without permission.

The first stowaway said he arranged with the defendant to go on board the ship. The latter fed him, and allowed him to sleep in his quarters at night.

Corroborative evidence was given. Defendant's story was that when he found the stowaways he was going to drive them out, but the carpenter interfered and said he would obtain permission for them to remain. The engineer refused this permission and he drove them out.

Mr. Gedge said if these men had been found in Australia and traced to the ship, the owners would have liable to a penalty of £100 per cent. Sentence of nine months' imprisonment with hard labour was passed.

BEFORE MR. C. D. MELBOURNE (Second Police Magistrate).

A DISOBEDIENT SAILOR.
The master of the s.s. "A. A. Monarch" summoned Samuel Warner, one of his seamen, for disobedience on board ship while in the waters of the Colony.

The master stated that defendant, who had been engaged as ordinary seaman on the under-stander that he would give a hand in the stowhold when required, refused to assist trimmers in the stowhold.

Defendant said he did not refuse to do the work but was unable to do so as he was weak. Sentence of three weeks' hard labour was passed.

A JEALOUS HUSBAND.

Peafora Estaban, a Filipino, charged with stabbing his wife with a pen knife and inflicting wounds on her head, arm and chest, was found guilty and sentenced to fifteen days' hard labour. Jealousy was imputed as the motive for the deed.

PROSPECTS OF CHINESE TRADE.

Consul Anderson, of Amoy, reporting on the trade of China, points out the probability of its increase and hints at the prospects of American merchants and manufacturers participating therein. The report follows:

American business cannot reason as to the future trade of China by its past trade. Nor, indeed, can they reason easily as to its present actual trade possibilities by its present exports and imports. The total of exports and imports does not measure the total trade of the empire any more than similar figures as to the imports and exports of the United States represent the real trade of that nation. The vast bulk of the Chinese trade is with the Chinese in the same manner that the vast bulk of American trade is with Americans. The foreign commerce of China is much smaller in proportion to the total trade of the empire than is the case with almost any other nation. For centuries before China was opened to foreign trade the nation lived, thrived, and produced, traded, and grew wealthy. Gradually foreign influences have been felt. The course of Chinese trade for the past hundred years or more has been visibly influenced by the fact that the Chinese found they could sell some of their products abroad. In the past third of a century the nation has found that it can sell other products than silk and tea to the foreigner, and it has now a lot of list of important exports. And just as soon as China found that it could sell goods it found that it was advantageous to buy foreign goods. Thus the imports have constantly increased.

The present trade of the United States with China is almost infinitesimal compared with the stupendous total trade and trade possibilities. Last year the United States shipped to China about \$15,000,000 of cotton products, a record above the average. The total imports of cotton products in China last year were \$86,583,313. It is probable that the total cotton consumption cannot be much less than \$1,000,000,000 annually. Two dollars and a half gold for the average person in the empire will make the Chinese use cotton in the United States. Such is the trade that the manufacturers and producers of the United States are now faced to face with an economic position second to no nation, and have natural location and advantages, as far as China is concerned, second only to Japan.

In the fiscal year ending June 30, 1904, China bought goods from the United States to the value of \$12,362,202. In the year 1904 China exported raw cotton to the value of \$17,368,116, which is greater by a third in value than its total imports from the United States. American exports to China for the year 1904 were about one-tenth of 1 per cent. of China's total imports. The total export and import trade of the United States in 1904 was \$2,451,939,163. With a population of 89,000,000 in round numbers this is a per capita foreign trade of about \$31. The total exports and imports of China during the same year were \$495,432,403, which, with a population of over 400,000,000, gives a per capita foreign trade of about \$1. When, therefore, the per capita of foreign trade in China becomes one-fifth of that of the United States the foreign trade of China will equal that of its American neighbour.

In reviewing the exports of China, with which the empire pays for imports which the foreign nations are so anxious to sell it, the American business man will be impressed with the situation of the Chinese. The earliest traditions of China trade generally have been centered about tea and silk. Yet in these days of immense tea consumption, and when American communication with the Orient is comparatively rapid and frequent, we have the spectacle of a fall of tea exports from 58 per cent. of China's total exports in 1864 to 12.5 per cent. of its total exports in 1904. In the ten years from 1895 to 1904 the loss in the trade was from total exports of 248,737,300 pounds in the former

year to 193,499,800 pounds in the latter year. And this immense loss has taken place in spite of the immensely increased use of tea in the world at large.

Hongkong, now the great distributing centre for all of south-eastern Asia, is the disturbing factor in the Chinese trade statistic. Into this mart the goods of all nations are poured, nor is there in Hongkong that proper check upon the business of each nation concerned that goes with a tariff system. Into Hongkong as a distributing centre, and on the other hand into the city as a shipping centre, pass goods for and from China to the amount of \$159,560,118 out of a total of \$408,482,403 for all China.

Outside of Hongkong, Japan leads the list of nations doing business with China, the Japanese exports and imports amounting in 1904 to \$61,705,639. In this total for Japan is included exports to and imports from Formosa, which are considerable. It is probable that considerable American and other foreign goods are sold to China by Japan, and go in the total of Japanese trade. Next in this list of countries outside of Hongkong comes Great Britain, with imports and exports of \$50,743,644. Then comes the United States with \$39,338,244 total imports and exports, largely goods going to the United States.

India has a trade with China of \$24,224,545. The contingent of Europe of Russia has a total trade of \$17,617,833. Russia has less than \$5,000,000, and the greater portion of this is Chinese exports. All these nations send goods to Hongkong. Unquestionably, however, Great Britain not only sends more goods than any other nation, but she sends a larger proportion to Hongkong than to China proper. Indian trade is British trade. The dominance of British shipping is overwhelming. While, therefore, there may be many questions as to details in the course of trade in China, there are a number of very patent and impressive facts which may be stated without question. And it is these salient features of foreign trade in China which the American people at the present time must learn and whose force they must appreciate.—American Asiatic.

RACING NEWS.

The times of yesterday's gallops at the Happy Valley were:—

Rover (c) (Alderton up), 4m, 36, 1.09 2.5, 1.42 4.5.
Halcyon Days and Promised Land (c), 1m, 36 3.5, 1.11 4.5, 1.46 2.5.
Forward and Nugget (c), 1m, 33 4.5, 1.10, 1.47, 2.23.

Droghda 14m, and Donnybrook, 1m, (c), last 4m, 39, 1.18.
Newman King (c), 4m, 30.
Skid and Velocity (c), 4m, 32, 1.06, 1.41.
Velocity 1 sec. behind.
Mongolian Chief (c), 1m, 36, 1.16, 1.56, 2.38.

White Blaz 14m (c), 41, 1.19 3.5, 1.58 2.5, 2.37, 3.14, 3.45 3.5.
Sirocco, 1m, last 4 taken, 36, 1.10.
Jovial Monk and Zepeter (c), 4m, 32, 1.05, 2.5, 1.44 4.5.

Blue Nile (c), 1m, last 4m, 34, 1.09.
Ca Chany (c), 1m, ("boy" up), 37 3.5, 1.12 3.5, 1.45.
Pilot and Rising Sun (c), 1m, 35 4.5, 1.10, 1.44 3.5, 2.23. Rising Sun 2 sec. behind.
Soup Meat (c), 4m, 40 2.5, 1.18, 1.53 2.5.

Rotherham, 14m, (c), 40, 1.18, 1.54 2.28, 3.02, 3.36.
Kamloops, 1m, last 4 taken, 1.38 2.5.
Eagle, 1m, (c), 34, 1.10, 1.45.
Lyddite (c), 1m, 39, 1.16 3.5, 1.53 2.30.

Highland Star and Highland Chief, 4m, 31 1.5.
Gold King (in blanket), (c), two quarters, 29 2.5, second round 33 2.5.
Maori King (c), 1m, 30 4.5.

New Boy (c), 14m, 45, 1.29, 2.08, 2.49, 3.26, 3.58 3.5, 4.32 4.5.
Zanzibar and Old Boy (c), 1m, 33 2.5, 1.08, 1.44, 2.20. Old Boy two seconds behind.
Speculation (c), 14m, 42, 3.10 3.5, 1.45, 2.19.

Gabrieluzio and Peablos, 14m, 32, 2.37 2.5, 1.17.
Cardas, 14m, (c), 40, 1.15, 1.48 3.5, 2.22 1.5, 2.53 4.5.
Diplom and Sundial, 14m, 38, 1.14, 1.46, 2.21 3.5, 2.58.

Arab Chief and Korean Chief, 1m, 36 3.5, 1.11 3.5, 1.47, 2.10 1.5.

THE STRAITS DOLLAR.

GOVERNMENT PRONOUNCEMENT.

THE SINGAPORE FREE PRESS of January 29th says:—The Governor, speaking in Council, at the close of proceedings made a few remarks on the course of which he said that he thought it was incumbent on him to satisfy the legitimate curiosity of the public in regard to exchange. The developments of the situation of late had altered the position and following to representations made by him he came to the conclusion that the rate should be 2/4 to the dollar. This might be higher than many had hoped, but with the condition of the tin market and the influx of capital for rubber, etc., the price might even have been driven much higher and it was deemed best to settle at this figure. The Journal quoted makes no comment in that issue.

The first essential

for the preservation of the teeth is to keep them clean.

CALVERT'S Carbolic Tooth Powder

makes the use of your toothbrush so much more complete and satisfactory, because it perfects the cleansing, and also supplies the necessary antiseptic properties.

It is thoroughly pleasant to use, soothes and leaves a clean refreshed taste in the mouth.

S. G. CALVERT & Co., Manchester, Eng.

Calvert's Prickly-heat Soap

is a delightful for bath and toilet use and being antiseptic, alleviates the annoyance of prickly-heat or other skin irritation.

\$16.00

WILL BUY A CASE OF

GREGOR & CO'S IMPERIAL HIGHLAND WHISKY

(RED TRIANGLE).

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL, 1st FLOOR.

[38-1]

"BILLIARDS"

Our new patent Low Set Express Cushions can be fitted to any Billiard Table, making it for playing purposes as good as new.

(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS.
THOROUGHLY SEASONED.

CRYSTALATE AND BONZOLINE BALLS ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES AND MATERIALS OUT OF LONDON.

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can be had on application from the Offices of this paper.

JOHN ROBERTS & CO., LD.

BILLIARD TABLE MAKERS AND IVORY TURNERS,
BOMBAY.

Hongkong, 6th April, 1904.

[927-2]

Ask for
BOVRIL
insist on getting
BOVRIL
and drink
BOVRIL
for there is nothing like
BOVRIL

1370-1

GRIMAULT & Co
Medicinal Skin Soap

Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

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THE UNRIVALLED
KILLER.
**KEATING'S
POWDER.**

FATAL TO INSECT LIFE.
Harmless to Everything Else.
Said in This and Better Only.
Be quite sure you get KEATING'S.
IT KILLS
FLEAS, BEETLES, BUGS, FLIES.

60

**MITSU BISHI DOOKYARD
AND ENGINE WORKS,
NAGASAKI.**

CODE WORD: "DOCK"
A.I. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.	
Extreme Length...	722 feet.
Length on Blocks...	714 "
Width of Entrance on Top...	364 "
Width of Entrance on Bottom...	364 "
Water on Blocks at Spring Tide...	344 "

DOCK No. 1.	
Extreme Length...	523 feet.
Length on Blocks...	513 "
Width of Entrance on Top...	88 "
Width of Entrance on Bottom...	77 "
Water on Blocks at Spring Tide...	264 "

DOCK No. 2.	
Extreme Length...	271 feet.
Length on Blocks...	36 "
Width of Entrance on Top...	66 "
Width of Entrance on Bottom...	55 "
Water on Blocks at Spring Tide...	22 "

PATENT SLIP.
Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for short notice.

Sold by Principal Chemists. 1335

SHIPPING.

ARRIVALS.
CAPRI, Italian str., 2,117, Giuseppe Bello, 6th Feb.—Bombay and Singapore 30th Jan., General.—Carlowitz & Co.
CHUNHANG, British str., 1,417, R. Cox, 5th Feb.—Kuching 31st January, Coal.—Carlowitz & Co.
CROWN OF CASTLE, British str., 2,828, M. S. Smith, 6th Feb.—Newcastle (N.S.W.) 14th Jan., Coal.—Gibson & Co.
DAVID EVANS, American str., 7,0, Eyres, 6th Feb.—Ponit (Wash.) via Manila 24th Jan., General.—Master.
GUENTHER, British str., 2,740, J. McGregor, 6th Feb.—London 29th Dec. and Singapore 31st Jan., General.—McGregor Bros. & Gow.
ITAKA, German steamer, 5th February, from Canton.
KOONSHING, British steamer, 6th February, from Canton.
KWANGSANG, Chinese str., 1,408, R. Virelli, 6th Feb.—Shanghai 3rd Feb., General.—Chibse.
KWONGSANG, British str., 1,428, W. P. Baker, 6th Feb.—Shanghai 3rd Feb., General.—Jardine, Matheson & Co.
LYDIA, German steamer, 6th February, from Canton.
TARTAR, British str., 2,768, W. Davidson, R.N.R., 6th Feb.—Vancouver 5th Jan., General.—C. P. R. Co.
YUNNAN, British steamer, 6th February, from Canton.
ZAFIRO, British str., 1,618, R. Rodger, 5th February, Manila 3rd February, General.—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 February 6th.
David Evans, American str., for Port Townsend.
Chunhang, British str., for Canton.
Kwangsang, British str., for Shanghai.
Kwongsang, British str., for Canton.
Lydia, German str., for Chinkiang.
Peles, German str., for Shanghai.
Yunnan, British str., for Hilo.

DEPARTURES.

6th February.
ANNA, Norwegian str., for Suigao.
BUCHUANA, British str., for London.
LEUCANIA, German str., for Singapore.
CALEDONIAN, French str., for Europe.
COURTNEY, British str., for Kobe.
FOONANG, British str., for Calcutta.
GRIGORY APGAR, British str., for Calcutta.
HAIMON, British str., for Swatow.
HANOI, French str., for Haiphong.
HELVEN MEXICAL, Ger. str., for Maulmein.
HIUNGCHANG, Chinese str., for Shanghai.
JACOB DIEDERICHSEN, Ger. str., for Hilo.
JOHANN, German str., for Haiphong.
KATONG, British str., for Hilo.
KNIVBERG, German str., for Saigon.
PRINZ SIGISMUND, German str., for Australia.
TAMING, British str., for Manila.
YENGO, British str., for Shanghai.

SHIPPING REPORTS.

The British str. **Kwangsang** reports: Moderate monsoon, fine clear weather.
 The British str. **Chunhang** reports: Strong gale of North-east of Japan, wind hauling from N.W. to N.W. Off China coast experienced moderate monsoon and sea, clear weather throughout.

VESSELS IN DOCK.

February 6th.
ABERDEEN DOCKS—Cape Corrientes.
Kowloon Dock—*Frühling*, *Katharine Park*, *Nausica*, *Sandwich*, *M. Stone*, *Elizabeth*, *Pickens*, *Quila*, *Hongkong*, *Uluka*, *Thobias*, U.S.A.T. *Seaward*.
COMPTON DOCK—*Honora*, *Chilli*.

VESSELS ON THE BERTH.

FOR SHANGHAI AND CHINKIANG.
 (Taking Cargo at Through Rates to Tientsin and Chinkiang.)
THE Steamship
 Captain Eekhorn, will be despatched for the above ports TO-MORROW, the 8th inst., at 4 P.M.
 For Freight, apply to
SIEMSEN & CO.
 Agents.
 Hongkong, 5th February, 1906. 355

HAMBURG-AMERIKA LINIE.

FOR SINGAPORE, PENANG, COLOMBO, PORT SAID AND NAPLES.
THE Steamship
 Captain Eekhorn, will be despatched for the above ports on FRIDAY, 9th inst., at Noon.
 The steamer has splendid accommodation for passengers and carries a duly qualified doctor and stewardess.
HAMBURG-AMERIKA LINIE.
 Hongkong Office.
 Hongkong, 6th February, 1906. 206

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.
THE Company's Steamship
 Captain F. W. Beckham, will be despatched as above on SUNDAY, 12th inst., at DAYLIGHT.
 For Freight or Passage, apply to
JARDINE, MATHESON & CO.
 Agents.
 Hongkong, 1st February, 1906. 356

NAVIGAZIONE GENERALE.

(Florio and Ravatino United Companies).
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADEBATE, LEVANTINE and SOUTH AMERICAN PORTS up to CALZAO.
 (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARRICONA, VALENZA, ALCANTARA, ALMERIA and MALAGA.)
THE Steamship
 Captain Belsito, will be despatched as above on WEDNESDAY, the 14th inst., at Noon.
 At Bombay the steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.
 Agents.
 Hongkong, 31st January, 1906. 14

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via USUAL PORTS OF CALL	ARCADIA	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	On 10th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	JAPAN	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	About 14th inst.
LONDON & ANTWERP	GLENGRAE	Brit. str.	—	J. McGillivray	McGREGOR BROS. & GOW	About 22nd inst.
LONDON & ANTWERP	BENLACIE	Brit. str.	—	Wallace	GIBB, LIVINGSTON & CO.	About 23rd inst.
AMSTERDAM, LONDON & ANTWERP	PATROCLUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th inst.
AMSTERDAM, LONDON & ANTWERP	SAINT BRIDE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th inst.
AMSTERDAM, LONDON & ANTWERP	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th Mar.
AMSTERDAM, LONDON & ANTWERP	ALCIBIDES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th Mar.
AMSTERDAM, LONDON & ANTWERP	DIOMEDE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th April
AMSTERDAM, LONDON & ANTWERP	TEUKRAI	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th April
AMSTERDAM, LONDON & ANTWERP (DIRECT)	KOVANG SI	Frans. str.	—	Barillon	MESSAGERIES MARITIMES	About 12th inst.
MADEIRA, &c., via PORTS OF CALL	SALAZIE	Frans. str.	—	Alland	MESSAGERIES MARITIMES	On 20th inst., at 1 P.M.
BRISBANE, via PORTS OF CALL	PREUSSEN	Ger. str.	—	R. Meyer	MELCHERS & CO.	On 14th inst., at Noon.
LAMBERG	LIBERIA	Ger. str.	—	Kier	HAMBURG-AMERIKA LINIE	On 27th inst.
HAMBURG & HAMBURG VIA STRAITS, &c.	RHENANIA	Ger. str.	k.w.	Forck	HAMBURG-AMERIKA LINIE	On 9th inst., at Noon.
HAMBURG & HAMBURG VIA STRAITS, &c.	SPESIA	Ger. str.	k.w.	Müller	HAMBURG-AMERIKA LINIE	On 21st inst.
HAMBURG & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k.w.	Ehlers	HAMBURG-AMERIKA LINIE	On 7th Mar.
HAMBURG & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	On 21st Mar.
HAMBURG & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k.w.	Dahle	HAMBURG-AMERIKA LINIE	On 4th April
HAMBURG & HAMBURG VIA STRAITS, &c.	AUSTRIA	Aus. str.	—	Colledani	SANDER, WHEELER & CO.	On 5th Mar.
TRIESTE, &c., via SINGAPORE, &c.	ANTONOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	PELEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th Mar.
GENOA, MARSEILLES & LIVERPOOL	ST. GEORGE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 29th April
NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF INDIA	Brit. str.	2 m.	—	DOUGLASS & CO., LTD.	About 15th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	TARTAR	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	To-day.
VANCOUVER VIA SHANGHAI JAPAN, &c.	HYADES	Brit. str.	1 m.	J. Alwood	CANADIAN PACIFIC R. CO.	On 21st inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YANGTSE	Am. str.	—	—	DOUGLASS & CO., LIMITED	On 13th inst.
SEATTLE VIA SHANGHAI & JAPAN	MINNESOTA	Am. str.	—	J. H. Rinder	BUTTERFIELD & SWIRE	On 24th inst.
PORTLAND, OREGON VIA SHANGHAI, &c.	ARABIA	Ger. str.	—	Metzenhuth	NIPPON YUSEN KAISHA	About 16th Mar.
SAN FRANCISCO VIA PORTS	TESIAN	Brit. str.	—	—	PORTLAND & ASIATIC S.S. CO.	Early in Feb.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—	Powell	SHEWAN, TOMES & CO.	About end of Feb.
AUSTRALIAN PORTS VIA MANILA	WILLEHAD	Ger. str.	—	Obenauer	BUTTERFIELD & SWIRE	On 3rd inst., at Noon.
YOKOHAMA & KOBE	TESIAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 6th Mar., at Noon.
YOKOHAMA & KOBE	WILLEHAD	Ger. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA & KOBE	JAVA	Brit. str.	—	S. Barham	MELCHERS & CO.	On 12th inst.
YOKOHAMA & KOBE	TILITAP	Brit. str.	—	—	P. & O. S. N. Co.	About 20th inst.
JAPAN VIA SHANGHAI	KOONSHING	Brit. str.	1 m.	—	JAVA-CHINA-JAPAN LINES	Quick despatch.
SHANGHAI	ITAKA	Ger. str.	—	—	JARDINE, MATHESON & CO.	To-day, at 3 P.M.
SHANGHAI & CHINKIANG	DONGLOA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	KWONGSANG	Brit. str.	—	G. Philippe	SIEMSEN & CO.	To-morrow, at 4 P.M.
SHANGHAI	ANPING MARU	Jap. str.	—	N. Kobayashi	P. & O. S. N. Co.	About 9th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	TRUMPH	Ger. str.	—	A. Hansen	JARDINE, MATHESON & CO.	On 12th inst., at 3 P.M.
AMOY & FOCHOW	DAIJI MARU	Jap. str.	—	H. Ohta	OSAKA SHOSHEN KAISHA	On 15th inst., at 8 A.M.
AMOY & FOCHOW	DAIJI MARU	Jap. str.	—	S. Yagami	OSAKA SHOSHEN KAISHA	On 22nd inst., at 8 A.M.
AMOY & FOCHOW	DAIJI MARU	Jap. str.	—	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	On 11th inst., at 8 A.M.
AMOY & FOCHOW	DAIJI MARU	Jap. str.	—	Schlaikier	OSAKA SHOSHEN KAISHA	On 18th inst., at 8 A.M.
AMOY & FOCHOW	DAIJI MARU	Jap. str.	—	F. W. Packham	OSAKA SHOSHEN KAISHA	On 25th inst., at 8 A.M.
AMOY & FOCHOW	DAIJI MARU	Jap. str.	—	A. E. Hodgins	OSAKA SHOSHEN KAISHA	On 9th inst., at 8 A.M.
AMOY & FOCHOW	DAIJI MARU	Jap. str.	—	—	JARDINE, MATHESON & CO.	On 11th inst., at Daylight.
AMOY & FOCHOW	DAIJI MARU	Jap. str.	—	—	DOUGLASS LAFRAIK & CO.	To-morrow, at 1 P.M.
AMOY & FOCHOW	DAIJI MARU	Jap. str.	—	—	JARDINE, MATHESON & CO.	On 10th inst., at 4 P.M.
AMOY & FOCHOW	DAIJI MARU	Jap. str.	—	—	SHEWAN, TOMES & CO.	On 17th inst., at Noon.
AMOY & FOCHOW	DAIJI MARU	Jap. str.	—	—	SHEWAN, TOMES & CO.	On 10th inst., at 3 P.M.
AMOY & FOCHOW	DAIJI MARU	Jap. str.	—	—	P. & O. S. N. Co.	About 14th inst.
AMOY & FOCHOW	DAIJI MARU	Jap. str.	—	—	CARLOWITZ & CO.	On 14th inst., at Noon.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR
 * SHANGHAI "KOONSHING" Wed., 7th Feb. 3 P.M.
 * MANILA "LOONGSANG" Fri., 9th Feb. 3 P.M.
 * SINGAPORE, PENANG & CALCUTTA "LAIBANG" Sat., 10th Feb. 3 P.M.
 * SHANGHAI "KWONGSANG" Mon., 12th Feb. 3 P.M.
 * These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 * Taking Cargo on Through Bills of Lading to Chefoo and Yangtze Ports.
 * For Freight or Passage, apply to
JARDINE, MATHESON & CO.
 GENERAL MANAGERS.
 Hongkong, 6th February, 1906. 18

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 Days Across the Pacific to the "EMPEROR LINE" Saving 3 to 7 days' Ocean Travel
 12 DAYS YOKOHAMA to VANCOUVER.
 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER.
R.M.S. "EMPEROR OF INDIA" 6,000 Tons	WEDNESDAY, 7th Feb. ... 28th Feb.	
"TARTAR" 4,425 "	WEDNESDAY, 21st Feb. ... 17th Mar.	
"EMPEROR OF JAPAN" 6,000 "	WEDNESDAY, 7th Mar. ... 28th Mar.	
"EMPEROR OF CHINA" 6,000 "	WEDNESDAY, 28th Mar. ... 18th April.	
"ATHENIAN" 3,882 "	WEDNESDAY, 11th April ... 5th May.	

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class via St. Lawrence 260; via New York 262.
 Intermediate on Steamers (1st and 2nd Class) £40, " £42.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only.
 Intermediate rates, affording superior accommodation for the chosen passengers.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China.
 For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent,
 Corner Pedder Street and Praya, opposite Blake Pier.

GREAT NORTHERN STEAMSHIP COMPANY.

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, "MINNESOTA" AND "DAKOTA" (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:
 "MINNESOTA," Captain J. H. RINDER, About FRIDAY, 16th MARCH, 1906.
 "DAKOTA," Captain E. FRANCKE, On TUESDAY, 27th APRIL, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points also Passengers to the United States, Europe, &c.
 These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSER, STEAM LAUNDRY, &c.
 Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.
 Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.
 For Freight or Passage, apply to

NIPPON YUSEN KAISHA, AGENTS.

Hongkong, 20th December, 1905. 23

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIK PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATE.	Freight & Passengers.
RHENANIA	HAMBURG	On 9th Feb.	Freight & Passengers.
Capit. Forck	(Calling at Singapore, Penang, Colombo and Naples)		
SPESIA	HAMBURG	On 21st Feb.	Freight.
Capit. Müller	(Calling at Singapore, Penang and Colombo)		
LIBERIA	HAMBURG	On 27th Feb.	Freight.
Capit. Kier	(Calling at Singapore)		
SAMBIA	HAMBURG	On 7th Mar.	Freight.
Capit. Ehlers	(Calling at Singapore, Penang and Colombo)		
SAXONIA	HAMBURG	On 21st Mar.	Freight.
Capit. Sachs	(Calling at Singapore, Penang and Colombo)		
SILENTIA	HAMBURG	On 4th April	Freight & Passengers.
Capit. Biele	(Calling at Singapore, Penang and Colombo)		

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amply lighted throughout by electricity. Duly qualified doctor and stewardess are carried.
 For Further Particulars apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, KING'S BUILDING.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amply lighted. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
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ZAFIRO 2540 R. Rodger Manila. On 10th Feb. NOON.

RUBI 2540 R. Almond Manila. On 17th Feb. NOON.

For Freight or Passage apply to
SHEWAN, TOMES & CO.
 GENERAL MANAGERS.
 Hongkong, 5th February, 1906. 115

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S. For freight and further information apply to
SHEWAN TOMES & CO.
 GENERAL AGENTS
 Hongkong, 11th December, 1905. 119

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI VIA INLAND PORTLAND, OREGON.

SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO. CONNECTION WITH THE STEAMSHIP

STEAMSHIP	TONS.	CAPTAIN	TO SAIL DAYLIGHT ON
-----------	-------	---------	---------------------

"ARABIA" 4,483 Metzenhuth Early in February, 1906

"ALABONIA" 5,193 Ernst March 11th, 1906

"ALAGONIA" 4,370 Wegmann March 23rd, 1906

"NUMANTIA" 4,370 Feldmann April 8th, 1906

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
S. SILVERSTONE, ACTING GENERAL AGENT.
 Hongkong, 1st February, 1906. 113

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ARGADIA"
 Captain A. G. Cribb, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 10th February, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. *Britannia*, 7,911 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for India, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Madras and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia*, due in London on 24th March.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
 Superintendent.
 Hongkong, 30th January, 1906. 1

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

1905. About 15th Feb. "ST. GEORGE" ... to follow.

"SHIMOSA" ... to follow.

For Freight and further information, apply to
DODWELL & CO., LD.
 Agents.
 Hongkong, 12th January, 1906 2105-213

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OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FROM LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"ALCINOUS"	On 8th February.	
GLASGOW and LIVERPOOL	"LAERTES"	On 20th February.	
GLASGOW and LIVERPOOL	"YANGTZE"	On 21st February.	
GLASGOW and LIVERPOOL	"DIOMED"	On 27th February.	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 6th March.	
GLASGOW and LIVERPOOL	"TEENKAI"	On 13th March.	
GLASGOW and LIVERPOOL	"MACHAON"	On 20th March.	
GLASGOW and LIVERPOOL	"KHEMUN"	On 21st March.	
GLASGOW and LIVERPOOL	"KINTUCK"	On 28th March.	

HOMewardS.

FROM	STEAMERS	TO	DATE
AMSTERDAM, LONDON and ANTWERP	"PATROCLOS"	On 13th February.	
GENOA, MARSEILLES and LIVERPOOL	"ANTENOR"	On 20th February.	
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 27th February.	
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 13th March.	
GENOA, MARSEILLES and LIVERPOOL	"PELFIS"	On 20th March.	
AMSTERDAM, LONDON and ANTWERP	"ALCINOUS"	On 27th March.	
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 10th April.	
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 20th April.	
AMSTERDAM, LONDON and ANTWERP	"TEENKAI"	On 24th April.	

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, NAGASAKI, KOBE and YOKO.	"YANGTZE"	On 24th February.	
HAMA	"KEEMUN"	On 24th March.	

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA, & PACIFIC COAST	"OANFA"	On 1st March.	

Hongkong, 30th January, 1906.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [9.10]

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO	DATE
SHANGHAI	"ICHIANG"	On 7th February.	
YOKOHAMA and KOBE	"TSINAN"	On 8th February.	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 28th February.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 6th February, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
TAMSAI VIA SWATOW AND AMOI	"DAIJI MARU"	SUNDAY, 11th Feb., at 8 A.M.	
TAMSAI VIA SWATOW AND AMOI	"DAIJI MARU"	SUNDAY, 18th Feb., at 8 A.M.	
SHANGHAI VIA SWATOW, AMOI AND FOCHOW	"ANPING MARU"	THURSDAY, 15th Feb., at 8 A.M.	
ANPING VIA SWATOW AND AMOI	"FRITHJOE"	FRIDAY, 9th Feb., at 8 A.M.	
FOCHOW VIA SWATOW AND AMOI	"DECIMA"	FRIDAY, 9th Feb., at 8 A.M.	
SHANGHAI VIA SWATOW, AMOI AND FOCHOW	"TRIUMPH"	THURSDAY, 22nd Feb., at 8 A.M.	

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with electric light.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Offices at No. 8, Des Voeux Road Central.
T. ARIMA, Manager. [14]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	DATE
SHANGHAI	"DONGOLA"	About 9th February	Passage.
LONDON &c. VIA USUAL PORTS	"ARCADIA"	Noon, 19th February	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT SAID and MARSEILLES	"JAPAN"	About 14th February	Freight and Passage.
SINGAPORE and BOMBAY	"PEKIN"	About 14th February	Freight only.
YOKOHAMA VIA SHANGHAI, JAPAN, MOJI and KOBE	"S. Barchin"	About 20th February	Freight and Passage.

Calling at Penang if sufficient inducement offers.
For further Particulars, apply to
E. A. HEWETT,
Superintendent. [1]

Hongkong, 5th February, 1906.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
HYADES	3,793	J. Alwen	On 13th February.
TREMONT	9,606	T. W. Garlick	On 20th February.

[Cargo only.]

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CULINARY. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS. [7]

QUEEN'S BUILDINGS,
HONGKONG, 12th January, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
10 LAND PASSINGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS.

STEAMERS	SAILING DATES.
PREUSSEN	WEDNESDAY 14th February
ZIETEN	WEDNESDAY 25th February
PRINCESS ALICE	WEDNESDAY 14th March
BAFFIN	WEDNESDAY 23rd March
PRINZ REGENT LUITPOLD	WEDNESDAY 11th April
PRINZ FRIEDRICH	WEDNESDAY 25th April
SACHSEN	WEDNESDAY 9th May
PRINZ HEINRICH	WEDNESDAY 23rd May
ROON	WEDNESDAY 6th June

ON WEDNESDAY, the 14th day of FEBRUARY, 1906, at Noon, the Steamship
"PREUSSEN," Captain R. Meyer, with MAILED PASSENGERS, SPECIE, and
CARGO, will leave this Port as above, calling at NAPLES and GENOA.
Shipping Orders will be granted till Noon, on Monday, the 12th February. Cargo and
Special will be received on Board until 5 P.M. on Tuesday, the 13th February, and Parcels
will be received at the Agency's Office until Noon, on Tuesday, the 13th February.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardsesses.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	281 0 0	242 0 0	222 0 0
return	91 0 0	63 0 0	53 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	34 0 0
return	97 0 0	66 0 0	28 0 0
TO NEW YORK VIA SUEZ	64 0 0	44 0 0	26 0 0
VIA NAPLES, GENOA OR GIBRALTAR	115 0 0	79 0 0	47 0 0
return	68 0 0	46 0 0	27 0 0
VIA BREMEN OR SOUTHAMPTON	123 0 0	82 0 0	49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair, and
travelling to Bremen or Southampton overland, the same rates to be applied as via Naples,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.
TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.
INTERPRETATION OF THE VOYAGE IN EGYPT:
Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from Port Said.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELM-SHAFEN,
SIMPSONSHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).
STEAMERS

STEAMERS	SAILING DATES
WILLEHAD	TUESDAY, 6th March.
PRINZ WALDEMAR	TUESDAY, 3rd April.
PRINZ SIGISMUND	TUESDAY, 1st May.

ON TUESDAY, the 6th MARCH, at Noon, the Steamship "WILLEHAD,"
Captain Obermaier, with Mails, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$50.	\$30.	\$20.
return	\$80.	\$50.	\$30.
TO NEW GUINEA	\$120.	\$110.	\$100.
return	\$240.	\$220.	\$200.
TO SYDNEY	\$230.	\$210.	\$190.
return	\$460.	\$420.	\$380.
TO MELBOURNE	\$240.	\$210.	\$190.
return	\$480.	\$420.	\$380.
TO YOKOHAMA	\$80.00	\$60.00	\$40.00
return	\$160.00	\$120.00	\$80.00
TO KOBE	\$80.00	\$60.00	\$40.00
return	\$160.00	\$120.00	\$80.00
TO YOKOHAMA and back from KOBE	\$140.00	\$100.00	\$70.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 297 0 0.
TO EUROPE VIA AUSTRALIA AND AMERICA 360 0 0.
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

YOKOHAMA and KOBE	"WILLEHAD"	TUESDAY, 12th February
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINCESS ALICE	WEDNESDAY, 14th February
Do.	BAFFIN	WEDNESDAY, 23rd February

Reaching Yokohama in less than six days.
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. L. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—
1st Class
To London via Plymouth or Southampton 482 0 0.
To Bremen 63 10 0.
To Paris via Cherbourg 65 0 0.
To Naples, Genoa via Gibraltair 65 0 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS. [5]

Hongkong, 1st February, 1906.

MAP OF THE SIKHANG or WEST

From Hongkong to Wuchow, showing the Ports and Calling Places
Opened to Foreign Trade, 1897.
Published at Daily Press Office.
Price 25 Cents Cash.
Hongkong, 1st April, 1897.

SIEN TING.

SURGEON DENTIST,
No. 19, D'AGUIAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [274]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due at MARSEILLES (Brindisi 2 days earlier)	Due at PLYMOUTH (London 1 day later)
ARCADIA	7000	BRITANNIA	7000	Mar. 16
DELHI	8000	MOLDAVIA	10000	Mar. 24
DONGOLA	8000	MONGOLIA	10000	Mar. 30
DELTA	8000	MOOLTAN	10000	Apr. 7
OCEANA	7000	MARMORA	10500	Apr. 13
				Apr. 27
				May 11
				May 26
				June 9
				June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express
Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time
of booking.

In addition to the above Mail Steamers the following:—

INTERMEDIATE (non-transshipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Leave SINGAPORE	Due at LONDON
JAPAN	about Feb. 14	about Feb. 23	about Mar. 31
SUMATRA	about Feb. 26	about Mar. 9	about Apr. 14
NUBIA	about Mar. 14	about Mar. 21	about Apr. 28
JAVA	about Mar. 26	about Apr. 6	about May 12
FORMOSA	about Apr. 11	about Apr. 20	about May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
+ "SUMATRA" and "NUBIA" call at MARSEILLES.
+ "JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage apply to

E. A. HEWETT,
Superintendent. [2707]

Hongkong, 6th January, 1906.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
NIJALAP	JAVA	First half of February	JAPAN via SHANGHAI	First half of February
NIJAMAH	JAVA	Second half of February	JAPAN via SHANGHAI	Second half of February
NIJLIWONG	JAPAN	Second half of February	JAVA PORTS	Second half of February
NIJIPANAS	JAVA	First half of March	JAPAN via SHANGHAI	Second half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.
For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.
Hongkong, 5th February, 1906. [16]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES
MARITIMES.

FORMARSEILLES, HAVRE, ANTWERP
(DIRECT).

Taking Cargo to LONDON with prompt
transshipment at Marseilles.
Calling at MANILA, SAIGON, SINGAPORE
AND COLOMBO.

THE Company's Steamship

"KOUANG-SI."
Captain Barillon, will be despatched as above
on or about the 12th February, 1907.
This Steamer has accommodation for Pass-
engers and carries a duly qualified Doctor.
For Freight, Passage and further particulars,
apply to

G. DE CHAMPEAUX,
Agent,
Queen's Building,
Hongkong, 30th January, 1906. [296]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"SEMINOLE,"
Tons 6060, will be despatched about end of
February.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 30th January, 1906. [300]

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
RANGOON, COLOMBO, BOMBAY,
KARACHI, ADEN, SUEZ and PORT
SAID.

(Taking Cargo at through rates to the BRAZILS,
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship

"AUSTRIA"
Captain Colledani, will be despatched as above
on MONDAY, the 5th March.
This Steamer has splendid accommodation for
passengers, electric light and carries a doctor
and stewardess.
For information as to Passage and Freight,
apply to
SANDER, WIELE & CO.,
Agents,
Princes' Buildings,
Hongkong, 2nd February, 1906. [3]

MITSU BISHI GOSHI-KWAISHA

(MITSU BISHI CO.)
COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI,"
which applies to all Branch Offices and Hong-
kong and Shanghai Agencies.

A1, ABC 5th Edition, Western Union Codes
used.

All Letters Addressed to—
MANAGER, MITSU BISHI Co., with name of
place under.

BRANCH OFFICES:—
NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENCIES:—
SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.

MANILA: MACDONALD & Co.
CHINKING: GEARING & Co.
YOKOHAMA: M. ARADA.

CONTRACTORS OF COAL to the im-
perial Japanese Navy and Foreign Navies; the
Imperial Armies; the Imperial Railway
System, Kishu and the other Principal Rail-
ways; Industrial Works; Home and Foreign
Mail and Freight Steamers.

POST OFFICE NOTICES.

The *Dongola*, with the English mail of the 12th January, left Singapore on Sunday, the 4th inst., at noon, and may be expected here on or about Friday, the 9th inst., at 8 a.m. This packet brings replies to letters despatched from Hongkong on the 12th December, and the parcel mails closed in London for despatch by the all sea route on the 3rd January, and for despatch overland on the 10th January.

A Mail for MACAO, is despatched per s.s. *Wingchai* on week-days at 5.00 p.m. On Sunday the mail for Macao is closed at 8.00 a.m.

Mails for CANTON, SAMOHU, and WUCHOW are closed on week-days at 7.30 a.m. and at 5.00 p.m.

Mails for CANTON, NANTAO, SANBUE, KONGMOON, KUMOHU, SAMSHU, and WUCHOW are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.

*No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR	PER	DATE
Sandakan and Kudat	Borneo	Wednesday, 7th, 8.00 A.M.
Bangkok	M. Rickmers	Wednesday, 7th, 9.00 A.M.
Shanghai	Shanghai	Wednesday, 7th, 9.00 A.M.
Singapore	Hongkong	Wednesday, 7th, 10.00 A.M.
Shanghai and Vladivostok	Hongkong	Wednesday, 7th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU, and SAN FRANCISCO	Empress of India	Wednesday, 7th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)		
Macao	Hongkong	Wednesday, 7th, 1.15 A.M.
Shanghai	Hongkong	Wednesday, 7th, 2.00 P.M.
Shanghai	Hongkong	Wednesday, 7th, 3.00 P.M.
Hongkong	Hongkong	Wednesday, 7th, 5.00 P.M.
Yokohama and Kobe	Hongkong	Thursday, 8th, 11.00 A.M.
Bangkok, Amoy and Foochow	Hongkong	Thursday, 8th, 11.00 A.M.
Shanghai and Chinkiang	Hongkong	Thursday, 8th, 1.15 P.M.
Bangkok, Amoy and Foochow	Hongkong	Thursday, 8th, 3.00 P.M.
Bangkok, Amoy and Anping	Hongkong	Thursday, 8th, 5.00 P.M.
Singapore, Penang and Colombo	Hongkong	Friday, 9th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU, and SAN FRANCISCO	Empress of India	Friday, 9th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)		
Macao	Hongkong	Friday, 9th, 1.15 P.M.
Shanghai	Hongkong	Friday, 9th, 2.00 P.M.
Shanghai	Hongkong	Friday, 9th, 3.00 P.M.
Hongkong	Hongkong	Saturday, 10th, 10.00 A.M.
Yokohama and Kobe	Hongkong	Saturday, 10th, 11.00 A.M.
Bangkok, Amoy and Foochow	Hongkong	Saturday, 10th, 11.00 A.M.
Shanghai and Chinkiang	Hongkong	Saturday, 10th, 1.15 P.M.
Bangkok, Amoy and Foochow	Hongkong	Saturday, 10th, 3.00 P.M.
Bangkok, Amoy and Anping	Hongkong	Saturday, 10th, 5.00 P.M.
Singapore, Penang and Colombo	Hongkong	Sunday, 11th, 10.00 A.M.

TO-DAY.

Sale, Household Furniture, Barker Road, Peak, Messrs. Hughes & Hough, 2.30 p.m.

CLOSING QUOTATIONS.

On LONDON, February 6th.	
Bank Bills, on demand	25 1/2
Bank Bills, at 30 days' sight	25 1/2
Bank Bills, at 4 months' sight	25 1/2
Credit, at 4 months' sight	25 1/2
Documentary Bills, 4 months' sight	25 1/2
On PARIS, February 6th.	
Bank Bills, on demand	25 1/2
Credit, at 4 months' sight	25 1/2
On NEW YORK, February 6th.	
Bank Bills, on demand	49 1/2
Credit, 60 days' sight	50 1/2
On HAMBURG, February 6th.	
Bank Bills, on demand	15 1/2
Bank, on demand	15 1/2
On SHANGHAI, February 6th.	
Bank, at sight	7 1/2
Bank, at 30 days' sight	7 1/2
Bank, at 60 days' sight	7 1/2
On YOKOHAMA, February 6th.	
Bank, on demand	8 1/2
On MANILA, February 6th.	
Bank, on demand	10 1/2
On SINGAPORE, February 6th.	
Bank, on demand	10 1/2
On BATAVIA, February 6th.	
Bank, on demand	10 1/2
On HONGKONG, February 6th.	
Bank, on demand	10 1/2
On SAIGON, February 6th.	
Bank, on demand	10 1/2
On BANGKOK, February 6th.	
Bank, on demand	10 1/2
On SOERABAYA, February 6th.	
Bank, on demand	10 1/2
On GOLD LEAF, 100 fine, per tael	32.10
BAR SILVER, per cent	30 1/2

VESSELS EXPECTED.

THE ENGLISH MAIL.	
The P. & O. str. <i>Dongola</i> left Singapore for this port on the 4th Feb., at noon, and is due here on the 9th Feb., about 8 a.m.	
THE AMERICAN MAIL.	
The O. & O. str. <i>Coptic</i> left Yokohama for Hongkong via Manila on the 31st Jan., and is expected to arrive here on or about 11th Feb.	
THE GERMAN MAIL.	
The I.G.M. str. <i>Preussen</i> left Kobe via Nagasaki and Shanghai on the 4th Feb., at 5 p.m., and may be expected here on or about the 13th Feb.	
The I.G.M. str. <i>Prinzess Alice</i> left Colombo on the 3rd Feb., p.m., and may be expected here on or about Wednesday, the 14th Feb.	
THE CANADIAN MAIL.	
The C.P.R. str. <i>Empress of Japan</i> left Vancouver for Hongkong via usual ports of call on Thursday, the 25th Jan., p.m.	
THE HOLLAND MAIL.	
The P. & A. str. <i>Arabic</i> arrived at Yokohama on the 30th Jan., and is expected to arrive here on the 10th Feb.	
The H.A.L. str. <i>Saxonia</i> , from Hamburg, left Singapore for this port on the 31st Jan., a.m., and may be expected here on or about the 6th Feb., a.m.	
The str. <i>Catherine Apsar</i> , from Calcutta, left Singapore on the 3rd Feb., p.m., and may be expected here on or about the 8th Feb.	

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100, sellers
Hongkong & Shanghai	\$125	\$895, sales
National B. of China	25	\$38, buyers
A. Shares	125	\$84, sellers
China-Borneo Co.	\$12	\$10, sellers
China Light & P. Co.	\$10	\$10, sellers
Soyabean	\$10	\$84
Cotton Mills	Fls. 50	Fls. 47, buyers
Woo	Fls. 50	Fls. 47, buyers
Hongkong & Shanghai	Fls. 75	Fls. 40
International	Fls. 100	Fls. 60
Laon Kung Mow	Fls. 100	Fls. 250
Soyabean	Fls. 500	\$154, sellers
Dairy Farm	Fls. 50	\$154, sellers
Docks and Wharves	Fls. 100	Fls. 123
Farnham, B. & Co.	Fls. 100	\$108, sellers
H. & K. Wharf & G.	Fls. 100	\$108, sellers
H. & W. Dock	Fls. 100	\$108, sellers
New Ansoy Dock	Fls. 100	\$108, sellers
S. & H. Wharf	Fls. 100	\$108, sellers
Fenwick & Co. Geo.	Fls. 100	\$108, sellers
G. Island Cement	Fls. 100	\$108, sellers
Hongkong & Shanghai	Fls. 100	\$108, sellers
Hongkong Electric	Fls. 100	\$108, sellers
Ho. New	Fls. 100	\$108, sellers
H. H. L. Tramways	Fls. 100	\$108, sellers
Hongkong Hotel Co.	Fls. 100	\$108, sellers
Hongkong Ice Co.	Fls. 100	\$108, sellers
Hongkong Rope Co.	Fls. 100	\$108, sellers
H. & S. Waterworks	Fls. 100	\$108, sellers
Land and Building	Fls. 100	\$108, sellers
Hongkong Land	Fls. 100	\$108, sellers
Humphrey's Estate	Fls. 100	\$108, sellers
Kowloon Land & B.	Fls. 100	\$108, sellers
Shanghai Land	Fls. 100	\$108, sellers
West Point Building	Fls. 100	\$108, sellers
Mineral	Fls. 100	\$108, sellers
China-Siam	Fls. 100	\$108, sellers
Philippine Co.	Fls. 100	\$108, sellers
Refineries	Fls. 100	\$108, sellers
China Sugar	Fls. 100	\$108, sellers
London Sugar	Fls. 100	\$108, sellers
Steamship Companies	Fls. 100	\$108, sellers
China and Manilla	Fls. 100	\$108, sellers
Douglas Steamship	Fls. 100	\$108, sellers
H. Canton & M.	Fls. 100	\$108, sellers
Indo-China S.N. Co.	Fls. 100	\$108, sellers
Shell Transport Co.	Fls. 100	\$108, sellers
Co. Prefecture	Fls. 100	\$108, sellers
Star Ferry	Fls. 100	\$108, sellers
Do. New	Fls. 100	\$108, sellers
Shanghai & H. Dyeing	Fls. 100	\$108, sellers
South China M. Post	Fls. 100	\$108, sellers
Steam Laundry Co.	Fls. 100	\$108, sellers
Do. Foundry	Fls. 100	\$108, sellers
Stores & Dispensaries	Fls. 100	\$108, sellers
Campbell, M. & Co.	Fls. 100	\$108, sellers
Powell & Co. Wm.	Fls. 100	\$108, sellers
Watson & Co. A. S.	Fls. 100	\$108, sellers
United Asbestos	Fls. 100	\$108, sellers
Do. Foundry	Fls. 100	\$108, sellers

BANKS

INTERNATIONAL BANKING CORPORATION.

Vice Agents of the United States in China the Philippine Islands and the Republic of Panama.

CAPITAL AND SURPLUS: Gold \$10,000,000
PAID-UP: Gold \$3,250,000
RESERVE FUND: Gold \$3,250,000

HEAD OFFICE: New York
LONDON OFFICE: Threadneedle House, E.C.
Branches and Agents all over the World.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
UNION OF LONDON AND SMITH'S BANK, LIMITED.

BRITISH LINES COMPANY BANK
The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at the following rates:—
For 12 months 4 1/2 per cent. per annum.
For 6 months 4 per cent. per annum.
For 3 months 3 1/2 per cent. per annum.

H. PINCKNEY, Manager.
9, Queen's Road, Central, Hongkong, 29th September, 1905.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.
Deposits may be transferred at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. R. M. SMITH, Chief Manager.
Hongkong, 1st May, 1902.

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED: Yen 5,000,000
CAPITAL PAID-UP: Yen 2,500,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENTS: Kobe, Nagasaki, Osaka, Shanghai, Yokohama, Tientsin, Hankow, Peking, Canton, Hongkong, Amoy, Swatow, Foochow, Keelung.

HONGKONG OFFICE:

3, DES VOGES ROAD.
Interest allowed on Current Account.
Deposits received on terms which may be learned on application.
S. PHIGENAGA, Manager.
Hongkong, 1st November, 1904.

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED: Yen 24,000,000
CAPITAL PAID-UP: Yen 18,000,000
CAPITAL UNPAID: Yen 6,000,000
RESERVE FUND: Yen 9,940,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENTS: Tokyo, Kobe, Nagasaki, Osaka, Lyons, New York, London, Honolulu, Bombay, San Francisco, Tientsin, Newchwang, Shanghai, Peking, Hankow, Port Arthur, Chiofoo, Tien-tsin.

LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LIMITED
PARIS BANK, LIMITED.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits for 12 months 5 1/2 per cent. per annum.
" " " 6 " 4 1/2 " " " " " 3 " 3 1/2 " " " " " 2 " 3 " " " " " " 1 " 2 " " " " " " 1/2 " 1 " " " " " " 1/4 " 1/2 " " " " " " 1/8 " 1/4 " " " " " " 1/16 " 1/8 " " " " " " 1/32 " 1/16 " " " " " " 1/64 " 1/32 " " " " " " 1/128 " 1/64 " " " " " " 1/256 " 1/128 " " " " " " 1/512 " 1/256 " " " " " " 1/1024 " 1/512 " " " " " " 1/2048 " 1/1024 " " " " " " 1/4096 " 1/2048 " " " " " " 1/8192 " 1/4096 " " " " " " 1/16384 " 1/8192 " " " " " " 1/32768 " 1/16384 " " " " " " 1/65536 " 1/32768 " " " " " " 1/131072 " 1/65536 " " " " " " 1/262144 " 1/131072 " " " " " " 1/524288 " 1/262144 " " " " " " 1/1048576 " 1/524288 " " " " " " 1/2097152 " 1/1048576 " " " " " " 1/4194304 " 1/2097152 " " " " " " 1/8388608 " 1/4194304 " " " " " " 1/16777216 " 1/8388608 " " " " " " 1/33554432 " 1/16777216 " " " " " " 1/67108864 " 1/33554432 " " " " " " 1/134217728 " 1/67108864 " " " " " " 1/268435456 " 1/134217728 " " " " " " 1/536870912 " 1/268435456 " " " " " " 1/1073741824 " 1/536870912 " " " " " " 1/2147483648 " 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